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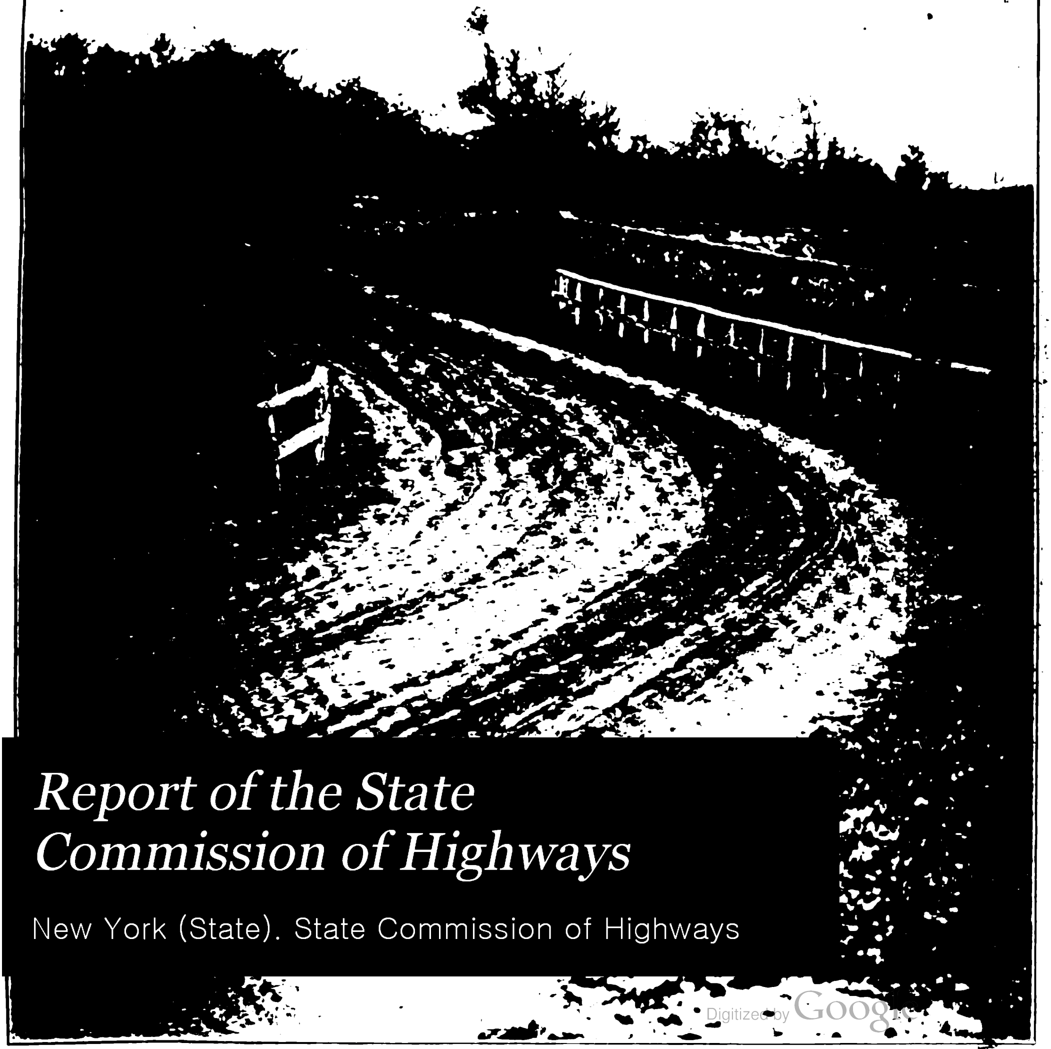

Report of the State Commission of Highways

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STATE OF NEW YORK

-Commission of Highways.

REPORT

OF THE

STATE COMMISSION

OF

HIGHWAYS

TRANSMITTED TO THE LEGISLATURE FEBRUARY 4, 1911

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STATE OF NEW YORK

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IN SENATE

FEBRUARY 4, 1911.

REPORT OF THE HIGHWAY COMMISSION.

ALBANY, *February* 4, 1911.

To the Honorable the Legislature:

In compliance with the requirements of chapter 30 of the Laws of 1909, we have the honor to submit herewith the report of the State Commission of Highways for the year ending December 31, 1910.

S. PERCY HOOKER,
Chairman.

T. WARREN ALLEN,
ROBERT EARL,
Commissioners.

STATE COMMISSON OF HIGHWAYS.

S. Percy Hooker	*Chairman*
T. Warren Allen	*Commissioner*
Robert Earl	*Commissioner*
Hubert K. Bishop	*First Deputy*
Frank D. Lyon	*Second Deputy*
Irving J. Morris	*Secretary*
Sephrine D. Gilbert	*Auditor*
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Alex. F. Armstrong	*Chief Bureau Research*
Spencer J. Stewart	*Engineer Division No.* 1
Harry P. Willis	*Engineer Division No.* 2
Guy H. Miller	*Engineer Division No.* 3
Fred W. Sarr	*Engineer Division No.* 4
Milton W. Wilbur	*Engineer Division No.* 5
Paul McLoud	*Engineer Division No.* 6

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REPORT OF THE HIGHWAY COMMISSION.

ALBANY, N. Y., *December* 31, 1910.

To the Honorable, The Legislature:

The State Commission of Highways herewith presents its second annual report.

Owing to the enormous increase in motor vehicle traffic during the few years prior to 1909, it had become evident that the ordinary methods in use for the construction and maintenance of macadamized roads, both in this country and abroad, were inadequate, and that a different method must be adopted in order to secure permanent results. The Commission, therefore, during 1909, and after it had become fully organized, did not attempt to take up the work of awarding contracts for the improvement of additional roads, but devoted itself to —

> The completion of the contracts in force at the time the Commission was organized, and experimentation on many of those roads with the use of various forms of bituminous material for the purpose of obtaining definite information at first hand under the conditions existing in this State;
>
> The immediate reconstruction of roads which had previously been improved by State aid and which through neglect were in the various stages of deterioration;
>
> The minor repairs required on macadam roads previously constructed and which required such attention for their immediate and future preservation;
>
> The establishment of a system of patrol and of systematic maintenance and repair of all roads previously improved by State aid, as well as all those roads which were being completed in 1909;

An exhaustive research as to the results which were being obtained by experiments carried on in the United States and abroad, in the use of a bituminous material in connection with macadam construction;

The precise location of the State routes tentatively described by section 120 of the Highway Law and which are designed to form through macadam highways extending north and south and east and west across the State, comprising a total of upward of 3,000 miles in length, the entire cost of which will be borne by the State.

While a large amount of work devolved upon the Commission in connection with the establishment of the Department, especially in view of the many executive and administrative duties imposed upon the Commission under the new Highway Law in connection with the supervision of the maintenance and repair of upwards of 70,000 miles of town roads together with town bridges, the special matters above enumerated seemed to be those of the most importance, not only for the present but for the future development of the improved system of State and county roads, and it was therefore to those matters that the Commission gave the largest proportion of its attention.

CONSTRUCTION WORK.

Upon the organization of the Highway Department in 1909, there were in existence, in round numbers, 1,800 miles of macadamized highways throughout the State, while 540 miles were under contract in various stages of completion. All appropriations which had been made by the Legislature prior to January 1, 1909, for highway construction had been exhausted or were required for the completion of the mileage under contract.

Contracts Awarded in 1910.

As a result of the experiments made by this Department and its investigation of the work in adjacent States and abroad, the Commission was prepared in the winter of 1909–10 to proceed with the award of contracts for the improvement of a large number of State and county roads under the appropriation provided by the Legislature of 1909.

Lettings from the 1909 appropriation were held on February 14, 16 and 18 and on April 4, 6 and 8, 1910; and May 27 and August 1, 1910, additional lettings were held with funds derived from the appropriation of $10,000,000 made by the Legislature of 1910, of which $2,000,000 became available May 15, 1910. The contracts awarded aggregated 187 miles of State route and 326 miles of county highway, or 513 miles in all, at a total contract price of $6,052,199.72.

Some additional expense was also incurred in places where streets forming connecting links between improved State roads are improved by State aid, and where villages had asked that such streets be improved of a greater width than the standard adopted by the State, the additional cost of which is borne by the villages. This amounts to about $380,000.

Total Mileage of Improved Roads.

If all of the work thus placed under contract were completed at this time the total amount of macadamized roads constructed by the State aid within the State of New York would comprise approximately 2,850 miles, of which 1,787 were built during the ten years preceding January 1, 1909, and the balance during 1909 and 1910. The great scarcity of labor, the difficulty of obtaining road-making materials with the proper degree of rapidity, and the uncertain weather conditions rendered it impossible, however, to fully complete all contracts; but as will be seen from the schedule hereto annexed showing the contracts in force on December 31, 1910, a large proportion of the uncompleted work has reached a stage whereby it can be finished early in the spring of 1911 so that the roads will be available for use during that year.

While the mileage of highways already macadamized is, of course, small as compared with the enormous total of 80,000 miles in the State, a sufficient amount of improvement has already been completed to form continuous improved roads between many of the principal points of the State, while by the close of 1911 it is probable that there will be completed a stone highway connecting the two largest cities of the State and extending for 450 miles through the central portion.

Judging from the reports from other States it would seem that New York now stands at the head in highway improvement work, not only so far as the amount of money available therefor is concerned, but also in regard to methods of construction and the application of the most comprehensive scheme of maintenance yet devised. This applies not only to the State and county roads which are being macadamized and permanently improved, but also to the enormous mileage of earth roads which are being maintained under the direct supervision of this Commission.

Method of Construction.

The results obtained from the experiments made by this Department in 1909, as shown by the observations and inspections of these roads during the past summer, seem to indicate that the method of construction now adopted by this Commission will successfully meet all requirements and will provide for macadamized highways with a top or binding course of bituminous material which will not only withstand to a most satisfactory degree the motor vehicle traffic to which they will be subjected, but will also eliminate the dust nuisance, and, under the system of rigid inspection and patrol now in force, permit of the maintenance of the roads at a reasonable annual expenditure.

COMPARISON OF COST BETWEEN WATERBOUND AND BITUMINOUS CONSTRUCTION.

The increasing cost per mile of road construction has seemed to some a menace to the good roads movement. Natural conditions, however, have combined to bring this about.

An analysis of the roads completed seems to show that two-thirds of the total expenditure by the contractor in road construction, where the road is built of local stone, consists of labor charge. Within a period of five years the cost of labor has increased 25 per cent. and at the same time labor efficiency has decreased. It is impossible for the contractor to-day to obtain the same quality of labor that he did a few years ago. Nearly all of it is foreign labor which is unable to understand the language spoken by the foreman and efficiency is correspondingly decreased; furthermore, the excess of demand over supply tends to not only enhance the rate of wages, but also produces an unsettled condition very detrimental to the steady progress of the work, as laborers are continually traveling from one point to another in search of the higher wages which they hear are being paid by different contractors. The additional cost thus incurred for labor alone, even without considering the decrease in efficiency, will certainly aggregate from $1,500 to $2,000 per mile over the cost of similar construction five years ago, and there seems to be at present no possible manner in which this increase can be avoided.

Again, localities are no longer satisfied with the narrow roaddays which were macadamized in the early days of the good roads movement, and in response to the universal demand by boards of supervisors, the Commission has built very few roads at less than the standard width of sixteen feet of macadam, and the cost of a 16-foot road is correspondingly greater than that of a 12-foot road.

Some additional expense is also incurred in the effort which is made by the Commission to eliminate the steep grades so prevalent throughout the State, and by the selection of new locations which will permit of the haulings of loads of maximum weight for the entire length of the road.

Present traffic conditions compelling the use of a bituminous binder also arbitrarily add about $2,000 per mile to the cost of each road. This is fully warranted by the decrease in the annual cost of maintenance, however, and is not a luxury, but a necessity.

REDUCTION OF COST.

The encouraging feature of road improvement, however, lies in the fact that notwithstanding these items of increase, the total cost of the work under the Commission has been much less than the increases above outlined would indicate, being in the aggregate within the cost of roads of a similar width previously constructed.

Several of the reasons accountable for this are readily discernible.

Prior to 1909 no continuity of progress was possible for any considerable period of time, owing to the constant changes in the administration of the department having charge of the work, and the consequent changes in plans and specifications in order to conform to the particular views of each succeeding head of that department. This resulted not only in delays in the progress of the work itself, but involved a large and unnecessary expense in the engineering expenses incurred in making such changes in plans already prepared. Furthermore, as the advent of a new head to the department usually carried with it a change in all the chief executive officers, no opportunity was afforded one administration to profit by the experience and failures of its predecessor, and practices which had been tried and abandoned as unsatisfactory were again made the subject of experiment only to be again rejected with a consequent loss of time and money.

The effect of these frequent changes was also felt by the contractors, who, working under different specifications each year, did not obtain that experience which comes from the continued use of standard plans and specifications, and were unable to put in operation the many economies which they now can and do introduce as the result of their thorough familiarity with the requirements, and of which the State receives the benefit in reduced bids.

The practice adopted by the Commission of letting contracts during the winter season is proving exceedingly successful, not only as an aid in reducing the cost of the work, but also as a means of increasing the annual mileage of completed roads. A settled policy and continuity of purpose enables the Commission to prepare plans during the summer and fall for as much work as can be awarded during the coming year with the money available. The contractors, depending upon this, retain their organization, their superintendents, foremen, teams and plant, and are able to commence operations as early in the spring as weather conditions will permit. As most of the roads are built of local stone, they are enabled during the winter months to open their quarries, erect crushers and have all preliminary arrangements completed by the time the frost leaves the ground. Whereas, under former conditions it was usually July or August before the contracts were awarded, and the best part of the season was lost for construction purposes on new contracts, now, by April 1st, the work is in full swing throughout the State. The result is a very material saving in expense to the contractor, of which the State receives the benefit in lower bids and a large increase in the annual mileage of completed work.

Advertisements are now being published, calling for proposals to be received by the Commission on January 9, 11 and 13, 1911, for 67 State and county roads, aggregating 265 miles; which will be followed by lettings in February and March; and by April 1st it is probable that about 759 miles of new work will be placed under contract.

MAINTENANCE AND REPAIR.

Highway engineers all over the world are coming to the conclusion that the only way by which waterbound macadam roads subjected to automobile traffic may be protected and made useful for any length of time is by the application of some bituminous substance upon the surface, supplemented by a cover which to a certain extent takes the wear of the vehicle, thus preventing the removal of the finer particles and alleviating the dust nuisance. Waterbound macadam roads rely upon the cementing powers of the stone for their adhesive qualities; and so long as the traffic over them was composed largely of slow moving vehicles, the finer particles ground up by the ordinary wear became cemented by the action of the elements, and healed or reunited the road.

The advent of the automobile brought up an entirely different condition of affairs. The finer particles of stone and dust, instead of remaining in the roadway to recement, were thrown from the road by the rapid action of the car with its pneumatic tire, until there remained only the larger fragments of stone, unbound and in a loose and ravelled condition. The problem of new construction can be successfully met by using a bituminous binder; but there still remain the 1,800 miles of waterbound macadam road which must be cared for and saved by the use of some top dressing, and by constant care and supervision.

For a number of years after the passage of the law by which county roads were built, their care was left with the community. This was unsatisfactory; not only because the roads were rarely kept in a suitable condition, but also because of the large expense entailed upon the towns which endeavored to keep the roads in even passable condition. The State, therefore, assumed the burden of maintenance, but without making any adequate provision or organization for the purpose. It was not, in fact, until the passage of the present Highway Law that the question of maintenance was seriously considered.

Patrol System.

Under the patrol system now in force a man is placed in charge of from five to eight miles of road, his duty being to see that at the first signs of disintegration the road is repaired in such a way that the surface is kept in a fair condition at all times. Possibly one of the greatest results attained from this system of constant supervision is that none of the roads are permitted to deteriorate to such an extent as to require rebuilding, and the annual expenditure of a small sum of money will therefore keep them in a fair state of repair.

Expenditures for Maintenance and Repairs During 1909 and 1910.

The law requires that the Commission shall each year present to the Legislature an itemized statement showing the amount required for the maintenance and repair, during the coming year, of each completed road. This estimate forms the basis of the appropriation made for that purpose.

Confronting the Commission in 1909 were upwards of 1,800 miles of macadamized roads scattered throughout the State which had been constructed at the expense of many millions of dollars during the ten years' period of time that the State Aid Law had been in operation, and on which scarcely any work of maintenance or repair had been attempted. All of the roads were in a state of more or less disintegration. It was evident that they must either be immediately repaired or allowed to go to pieces entirely. To repair them meant the expenditure of a large initial sum of money, but once repaired they could be maintained at a comparatively small and certainly reasonable annual expenditure. If they were not repaired all of the money invested in them would become an utter loss. The Commission discussed the situation thoroughly with the members of the Finance Committee of the Senate, with the Ways and Means Committee of the Assembly and with the Governor, and it was the unanimous opinion that from a purely business standpoint the State could not afford to do other than immediately spend such sums as were necessary for the purpose of saving the large amounts already invested.

This policy having been determined upon was followed vigorously and at the close of 1910 a very large percentage of the nearly 1,800 miles of macadamized highways which had been constructed prior to the organization of the Commission has been reconstructed or repaired, while all roads had been placed in a condition adapted to all kinds of traffic, and maintainable at a small yearly annual expenditure. The work and the money for maintenance purposes, which should have been expended during a period of ten years, was condensed within a period of two years, with the result of bringing into immediate use nearly 1,800 miles of macadamized highways.

The appropriation for maintenance and repair in 1909 was $1,500,000, of which about $900,000 was expended in resurfacing and the balance distributed over the remaining 1,600 miles which were not resurfaced. The appropriation in 1910 was $1,800,000, of which about $725,000 was expended in resurfacing. The remainder was used for the ordinary repairs, patrol system and oiling of about 2,200 miles of road. This included the oiling of over 1,000 miles at an approximate average cost of $350 per mile.

Maintenance Cost in 1911.

The resurfacing work thus done has placed the roads in such condition that in 1911 very much less need be expended for this item; and the appropriation for which the Legislature will be asked, notwithstanding an increased mileage of nearly 500 miles of road to be maintained, will be approximately $500,000 less than the appropriation required in 1910.

FUTURE COST OF MAINTENANCE.

It is impossible to predict for any length of time in the future as to the amount to be required for resurfacing; as on each road there comes a time when the attempt to treat it in any other way than by resurfacing is an uneconomical one, and that condition cannot be foretold until the traffic for each season has shown its effect.

While the average cost of maintenance per mile should be much less upon the roads built of bituminous material than upon waterbound macadam roads, yet the constantly increasing mileage will entail large expenditures by the State for such maintenance; and it is safe to conclude that not less than one million and a half dollars must annually be appropriated to take care of and protect the millions which the State is putting into road construction. Over 3,000 miles of road will soon have been built in the State of New York and the problem of connected highways through most sections will have been solved. This will be such an improvement over former conditions that the large maintenance charge will be accepted as one of the necessities of government.

Believing that the chief agent in the destruction of macadam roads is the motor vehicle, the Legislature recently passed a law by which a large portion of the maintenance money will in the future be derived from the class of traffic which occasions it.

It is impossible to state definitely what the difference in maintenance cost will be between a bituminous and a waterbound macadam road, extending over a series of years, until at least a five-year period has elapsed. Upon highways which are subjected to heavy travel there can be no question but that the bituminous form of construction must be adopted in order to prevent the enormous wear which would otherwise fall upon a green, waterbound macadam road. Upon highways which do not receive an undue amount of motor traffic it may be found that the difference in the primary cost will more than offset the maintenance charge. The difficulty in making any reliable estimate of the ultimate amount of traffic to which a road will be subjected, as described in the remarks under the heading "traffic conditions," is such that the Commission is unable to form a definite opinion on this point until such time as the bituminous roads have been subjected to heavy traffic for a period of years.

TRAFFIC CONDITIONS.

The Commission has endeavored by a system of traffic census to determine the relative travel upon different roads, thinking it would be possible from such a census to arrive at the probable conditions for such traffic after improvement. This has, however, proved to be unsatisfactory for the purpose of determining the amount of traffic and somewhat unreliable because of the new traffic which comes over a road immediately upon its improvement. The heavy loads and trucks which have taken perhaps a shorter way of reaching shipping points soon take advantage of an improved highway, which furthermore draws from all the surrounding country traffic which is limited only by the facility with which heavy teaming can reach such improved road, until the preliminary census seems to bear very little relation to the census on a completed improved highway.

So far as motor traffic is concerned, most of the vehicles are uesd for pleasure and avidly and eagerly seek out any improved road and it seems to make little difference where such road is located so far as the local motor traffic using it is concerned. In fact, a section of mileage of improved highway in a locality where there have been previously no improved State or county roads draws to it all of the motor vehicles from the surrounding neighborhood, and it is sometimes found that the motor traffic over it becomes of the shuttle variety, running back and forth until a larger percentage of traffic is shown than that borne by longer highways in other sections of the county.

The census upon any improved road also varies upon the completion of adjacent improved roads, which thus make a highway which has previously been unaccessible except for local traffic one which can then be readily reached from the larger centers, whereupon immediately the motor traffic in many instances more than quadruples.

Under the plan of the Commission in constructing connecting links wherever possible, there are rapidly growing into existence a number of circuits by which a motor vehicle may leave a city or large town and make a complete circuit upon improved roads varying from twenty to forty miles in length. This immediately throws upon this circuit a large amount of pleasure traffic and we must anticipate that each year a larger proportion of the total motor mileage within the State will center upon the improved highways.

ORDER OF IMPROVEMENT OF COUNTY ROADS.

The law requires that county roads shall be taken up for contract in the numerical order in which they appear on the list of roads awaiting construction; such order to be determined by the date of receipt by the Highway Department of the certified copy of the resolution adopted by the board of supervisors approving the plans for such improvement.

In many of the counties a list of such roads had been established prior to 1909, and it is necessary under the law that these roads be constructed in the order above described until the list of each county is exhausted. In a number of counties, however, there has been no list of roads thus established; and in such instances the Commission asked the board of supervisors to adopt a resolution designating the roads which they wished the Commission to take up for construction during the succeeding year, and the Commission has refrained from advancing to road numbers any petitions heretofore received until those thus designated by the board of supervisors for immediate improvement have been cared for. The purpose of this designation is to as nearly as possible comply with the wishes of the county officials in regard to road improvement. Within a year or two most of the present existing lists will be exhausted, and then all the counties in the State will be placed upon the same basis in the matter of allowing the board of supervisors to designate the roads which are to be taken up for improvement during the succeeding year. This will undoubtedly prove not only more satisfactory to the counties themselves, but will also relieve the Commission from the protests which it now receives relative to the order in which the roads are taken up for construction.

ABOLITION OF TOLL BRIDGES.

Chapters 146 of the Laws of 1909 and 569 of the Laws of 1910 amend the Highway Law by providing for the abolition of toll bridges, and prescribe the mode of procedure therefor. This, in brief, consists of a resolution to be adopted by the board of supervisors of the county within which the bridge is located to the effect that public interest demands the abolition of such toll bridge; this resolution then goes to the State Commission of Highways which shall upon the receipt thereof investigate and determine whether the bridge so sought to be abolished is of sufficient public importance to come within the provisions of the law, and shall then either certify its disapproval of such abolition to the board of supervisors from which the resolution came, or shall certify to the Attorney-General its approval of such abolition, and an estimate of the probable cost of acquiring such toll bridge. The Attorney-General upon receipt of such resolution of approval shall then apply to the court for the appointment of a commission to appraise the value of the bridge and franchise and proceed to acquire title to the toll bridge and its franchise rights; and shall certify the determination of such commission to the State Comptroller and to the board of supervisors of the county. The board of supervisors shall then adopt a resolution approving the purchase of the bridge and providing for the payment of the county and towns' share thereof. One-half of the cost of the expense of the condemnation and acquirement of the bridge shall be paid by the State Treasurer upon the warrant of the Comptroller out of any specific appropriation therefor.

It will be seen from the foregoing that the general theory upon which toll bridges are to be abolished is the same as that upon which county highways are to be improved by State aid, namely, the State, county and town participating in the expense, but the initiative in taking such action is left to the local authorities.

It would seem that the general idea of abolishing toll bridges is in line with the policy adopted by the State in regard to the betterment of its public highways of which these bridges constitute a part, and which is also carried out in the provisions of law made for the abolition of toll roads, few of which latter now remain under the control of private corporations within the limits of the State of New York. While some few toll bridges exist in various parts of the State, it is probable that the majority are located in the eastern section of the State on the Mohawk river and in the neighborhood of Saratoga, Albany and Schenectady counties where the daily traffic is probably as large if not larger than in any other section of the State, and is constantly increasing.

While the theory upon which this law is based and the mode of procedure prescribed thereby is in complete harmony with the accepted policy of the State in regard to the betterment of its public thoroughfares, yet the attention of the Legislature is called to the fact that the conditions imposed upon this Commission by this act are such as to place the Commission in an embarrassing position. The terms of the law are mandatory and state that upon the receipt of the resolution from the board of supervisors the Commission shall proceed in the manner hereby described, providing that it finds that public policy demands the abolition of the bridge. If the Commission, in obedience to the law, does perform its duty and the remainder of the provisions of the statute are complied with, the result is an indebtedness incurred by State officials on behalf of the State before an appropriation therefor has been made by the Legislature, and such action on the part of a State official is directly contrary to the provisions of section 35 of the State Finance Law which reads as follows:

> "Indebtedness not to be contracted without appropriation. —A state officer, employee, board, department or commission shall not contract indebtedness on behalf of the state, nor assume to bind the state, in an amount in excess of money appropriated or otherwise lawfully available."

It would therefore seem that the law should be amended so that a fund might be provided from which a certified abolition of a toll bridge might be paid prior to the time when the Commission is directed to certify that the bridge should be abolished.

It is not a difficult matter to find the physical value of a structure, and this can be readily determined by this Commission; but in many instances the chief value lies in the franchise, and the determination of the value of a franchise is entirely without the province or education of this Commission. It would seem that the Commission should be relieved from consideration of such questions either by substituting the Tax Commission or some other authority in its place and permitting this Commission to pass only upon physical values.

CONNECTING STONE ROADS.

The provisions of law which provide for the equitable distribution of State roads among the various counties prevented the completion of any one road to the exclusion of others, and as a resultant effect the main purpose of State routes was delayed. This gave rise to considerable criticism and many good road enthusiasts felt that a different system should be adopted by which the various highway routes might be completed in their entirety rather than divided pro rata among the various counties. The chief reason for opposition to an amendment to the law which would allow this to be done by the Commission was the fact that for a long term of years a number of the counties of the State would receive no State mileage. The theory of highway improvement must be to give to each citizen of the State some portion of the benefits derived therefrom, and it seemed that it would be unwise to so restrict building that the citizens of a considerable portion of the State should feel that they not only had not as yet received such benefit, but might not for a number of years to come. It seemed, however, that with the large share of the taxes which are being paid by the cities of the State that special legislation was advisable which would provide a stone road connection between New York city and Buffalo. This was rendered especially easy by utilizing the present county roads wherever they formed a fairly reasonable direct line of connection, even though not as direct as the contemplated State route.

At the suggestion of this Department, the Legislature of 1910 passed a bill allowing the Commission to expend, in addition to the regular appropriations for the various counties, $1,000,000 for the purpose of building a stone road between New York and Buffalo along State Routes 2 and 6. While, in order to complete these two routes, an appropriation would have been required of more than double this amount, it was feasible from the appropriation to so adjust the mileage along the routes that a continuous State route, 487 miles in length, would exist from New York to Buffalo.

A provision was inserted in the law that a county which received any portion of this fund should not thereafter have any State road construction until such time as its regular apportionment would entitle it to more mileage, and this will enable the Commission during the year 1911 to complete this section. The total mileage will be approximately twenty miles farther than by the State routes when they are finally completed, but the road will stand as an everlasting monument of the progressiveness of New York State. So far as we can learn, it will be the longest continuous stone road in any one country in the world, and forming, as it will, not alone the main highway between the two cities named, but also the principle artery for all tourists from the west, it will do for motor traffic what it is hoped the Erie canal will later do for freight, and permanently divert all western motor traffic in its journey eastward to and through the State of New York.

There are several other plans to be submitted to your Legislature looking to the extension of this theory and the completion of certain highways into the heart of the Adirondacks, the playground of the State, and to the summer resorts at the Thousand Islands, and so long as the general principle and theory of the law, that each county shall receive its proportionate share of State roads in each year, is not attacked, we see no objection to the individual advancement of certain indicated routes.

READJUSTMENT OF HIGHWAY MONEYS AMONG COUNTIES.

Sections 121 and 122 of the Highway Law provide for an equitable distribution of the State and county roads among the counties without discrimination. This included a readjustment of the roads hitherto built from the proceeds of the sale of bonds under the Fifty Million Bonding Act, so that there should also eventually be an equitable distribution of the money received from the sale of those bonds among the various counties.

Chapter 715 of the Laws of 1907 provided for the adoption of what the Legislature felt was an equitable apportionment of county roads among the counties, and while there may be some question as to what constitutes an equitable distribution, the legislative intent was plainly shown and until overruled by some decision of the court should stand as an equitable apportionment.

In the same manner the apportionment of State routes was made under chapter 30, Laws of 1909, and the same reasoning would show that the State routes as laid down were therefore equitably apportioned.

It therefore would seem that the only obligation placed upon this Commission was to see that such an amount of State and county highways should be built in each county annually as such county's proportionate share of the entire system bears to the proportion to be built.

Review of Legislation.

A review of the history of legislation in regard to county roads seems to be necessary in order to understand the situation which now confronts the Commission.

At the time the system of county roads was prepared, the Bonding Act compelled each of the counties to furnish 35 per cent. of the cost of building these county roads and each town to supply 15 per cent. of the cost, the State paying the balance. Without amendment to the law relating to the division of expenditures, there was, therefore, ample money with which to build the entire system of county roads. Immediately after the adoption of the county system, however, there were passed amendments which have in each instance increased the proportionate share which the State should pay, and as the result of which the $50,000,000 fund has been very greatly depleted.

State's Percentage of Cost Increased.

Chapter 718 of the Laws of 1907 provided that wherever a county paid 2 per cent. of the cost of such county highway for each $1,000 of assessed valuation per mile, the proceeds of such tax should be accepted by the State in lieu of the 35 per cent. previously determined as the county's share, and that wherever each town should provide 1 per cent. of the cost of such highway for each $1,000 of assessed valuation per mile, the proceeds of such tax should be accepted by the State in lieu of the 15 per cent. previously determined as the town's share.

The result of this law was that in twenty-six of the counties of the State the percentage to be paid by the county was less than the 35 per cent. contemplated in the law at the time of the passage of the bonding act, the amount ranging from 8 per cent. to 32 per cent.

The town's share under the operation of this law was decreased even more proportionately than the county's share; probably less than one-third of the towns in the State pay a full 15 per cent., the general amount ranging from 1 per cent. up to 11 or 12 per cent.

The practical working out of this law was that the State instead of having to pay 50 per cent. of the cost of the county highways is paying on an average fully 65 per cent.

State to Advance County and Town Share.

Chapter 717 of the Laws of 1907 provided that the counties need not provide the money for the county and town's share of building county highways in the first instance, but might request the State to advance their share, they reimbursing the State by the payment of 2 per cent. of said cost annually during a term of fifty years. This provision was amended during the last session of the Legislature so that in the future the counties and towns must provide their share of the money, but it was operative for something over two years and in the meantime a number of the counties availed themselves of its provisions so that at least two and possibly three million dollars of the fund received from the sale of bonds will have been diverted to the payment of counties and towns' share and the money will only come back to the highway fund in installments of 2 per cent.

Addition of 3,000 Miles of State Route.

Chapter 30 of the Laws of 1909 provided for the building of 3,000 miles of State routes to be paid for entirely by the State.

Cost of Grade Crossing Elimination.

Chapter 153 of the Laws of 1909 provided that the cost of the elimination of a grade crossing upon either a State or county highway should also be paid from the funds available for the construction of such State and county highway. In the case of a State highway, the entire State's share of such elimination would therefore come from the proceeds of the sale of highway improvement bonds, while in the case of a county highway, the State would pay its proportionate share, of about 65 per cent.

Original Fund Reduced to $28,000,000.

Assuming that the fund derived from the sale of bonds as originally contemplated by the law was sufficient to complete the county system as originally planned, it becomes evident that the various charges herein enumerated, including the substitution of the lower rates to be paid by the counties and towns on county roads; the State's assumption of the entire cost upon the additional State road mileage; the advancement by the State of the counties' and towns' share of county roads in the first instance where requested, and the cost to the State in eliminating grade crossings — reduces the entire fund actually available for the building of county highways from $50,000,000 to less than $28,000,000, and that the system as planned and ratified by the Legislature of 1907 as an equitable apportionment among the counties could not therefore be completed.

Method of Apportionment.

The Commission, in determining the equitable annual apportionment among the counties of State and county roads, took the ratio which the State roads within a county bore to the total State mileage and arrived at a per cent. of State roads to which the county was thus entitled, and multiplied that percentage by the mileage to be built in each year. The same method was followed in the county system and the result has been that each county has so far received its equitable annual apportionment of both the State and county roads constructed by the Commission. There were a number of counties, however, previous to the enactment of chapter 30 of the Laws of 1909, which had received a mileage greatly in excess of the mileage to which they would have been equitably entitled had the apportionment been made annually. This is not meant as a criticism of the previous administration of highway improvement inasmuch as a large number of counties had not then asked for the building of all mileage to which they were entitled.

Status of Apportionment in 1912.

When the contracts for both State and county roads, to be constructed during 1911 are completed, there will be 2,400 miles of county roads which have been built *under the Bonding Act,* or 30 per cent. of the total mileage of the county system. It is, therefore, evident that a county which has not received 30 per cent. of its entire county mileage is behind the average, while those counties which have obtained more than that have received, by strict construction, more than their share.

Assuming that there will then remain available from the further sale of bonds $24,000,000, to be expended upon both State and county hightways, and that $12,000,000 be expended upon each class of highways, it is the judgment of the Commission that both State and county systems will be practically 50 per cent. completed when the authorized issue of bonds is exhausted.

There are several counties which by the end of 1911 will have completed 50 per cent. of their county system, and under the provisions of law, the Commission does not see how construction of county highways in such counties may proceed farther under the equitable apportionment of the funds. In addition to those counties which have already received their 50 per cent. of the county system, there will be at the end of 1912 a number of other counties whose annual apportionment for that year will also complete their 50 per cent. of the county system.

To further complicate the proposition of equitable apportionment, there are a number of counties in the State which have availed themselves but slightly of State aid in building county highways and it is doubtful if in a long period of years they will feel that they are willing to pay their share of the cost of such county highways as might be equitably apportioned for them.

Citing two instances of this kind: Allegany county will have received but nine miles of county road at the close of the season of 1911, while she would be entitled to forty-six and one-half miles, at the 30 per cent. completed, or on the 50 per cent. total of seventy-one miles more of county roads. It is not reasonable or likely that that county would be willing to make available the funds for building the seventy-one miles during the term of three or four years.

Schoharie county has built no county highways and yet under 50 per cent. of the system she would be entitled to forty-three miles of road, and it does not seem likely that she will avail herself of the provisions so that in a short period of time she should build these forty-three miles of county system.

It seems to us, therefore, that road work will be retarded in the counties in which further county highways are desired, and that a considerable portion of the fifty millions authorized may not be expended.

Constitutional Amendment.

If the sentiment throughout the State is in favor of the completion of both State and county systems, which will probably require an expenditure on the part of the State of at least $40,000,000 more, and an amendment to the Constitution were prepared and submitted to the Legislature and ratified by the people, the road work might proceed in the counties which desire county highways from the proceeds of the present bonds during a period of four or five years and no part of the additional amount need be used during that period. The only reason for the passage of the amendment at this time, or within a period of three or four years, is the complication which arises from the fact that certain counties are desirous of advancing their county systems rapidly and are willing to provide the money therefor, while other counties are anxious to keep their tax rate down and only build small portions of their allotment annually.

Only approximately one-third of the bonds authorized under the Fifty Million Dollar Act *have been issued and the passage of an amendment would not in any way increase the cost* either to the taxpayers or the State, other than the fact that it would allow the roadbuilding to progress in those counties which have already received their equitable apportionment of the proceeds of the sale of bonds.

TOWN HIGHWAYS.

Under the present Highway Law all roads not included within the system of county roads or State routes are designated as town roads and comprises an aggregate of about 70,000 miles. While these are not the main market roads, yet they constitute seven-eighths of the total mileage of the State, and are the feeders or tributaries for the county and State roads. A proper system of up-keep, therefore, for these town roads, is of the greatest importance, not only on account of the town roads themselves, but also on account of the part which they play in traffic bearing as tributaries to the improved State and county roads.

During the past year about $6,000,000 was expended by the town officials throughout the 933 towns of the State in the maintenance and repair of town roads and the construction, maintenance and repair of town bridges, including expenditures for these purposes on Indian reservations. Of this amount about $1,600,000 was contributed by the State and the remainder consists of moneys raised by highway tax. While both the State aid money and the moneys raised by tax are kept in the custody of a local official and are expended by local officials, yet the supervision of the work itself and all of the money expended therefor is entered in the Bureau of Town Highways of the State Highway Department. By means of the agreements which must be executed between the town officials and aproved by this Department between January 1st and March 1st, a precise determination is made as to the location and length of each piece of town road in each town of the State upon which moneys will be expended by the town officials during the coming year, and the exact amount of money to be thus expended is also agreed upon. These agreements must be approved by the State Commission of Highways before the work can be commenced. A comprehensive and progressive plan can thus be mapped out and carried into execution by means of which work on the immense mileage of town highways is carried forward year after year with the most beneficial results and eliminates entirely the haphazard methods previously prevailing under which large amounts of money were expended with no appreciable return.

For the purposes of supervision of town highways, the State is divided into ten districts with one district supervisor in charge of each, whose duty it is to personally inspect as often as possible each town in his district and see that the work on the roads is being conducted in accordance with the agreement above referred to. He also audits the books of account of town highway officials and gives instructions to such officials as to the proper methods to be followed in road making and in other matters pertaining to the duties of their positions.

The necessity of this careful supervision of accounts is apparent from the fact that during 1909 and 1910 discrepancies and irregularities were discovered amounting to upwards of $27,000 in the accounts of town highway officials; which amount was, by direction of this Department, reimbursed to the highway funds from which it had been taken. The amount thus saved in this manner alone was almost sufficient to pay the salaries for two years of the entire force of district supervisors.

A large saving has also been effected in the matter of construction of town bridges and culverts. It will be impossible to give in figures the exact saving which has been effected to the towns in the State by means of the adoption of standard construction of concrete or reinforced concrete culverts and bridges, as into this necessarily must enter the value of the character of the new structures now being built, as against those which were erected under the old plan. Town for town, or bridge for bridge, a saving, however, has been effected which will total well toward a million dollars in the State, this being without any regard to the more permanent and enduring character of the structures now being erected.

The advice and the instruction of the Bureau have also been very generally observed in the matter of consideration of town macadam and gravel roads; the policy being continually urged of giving *all* the roads of the towns the primary attention which rightfully belongs to them by reason of their traffic importance, before large amounts are spent upon macadam or gravel construction. This applies with more force to those towns which raise comparatively small amounts of money for town road purposes. Many towns of the State are well progressed in this matter and raise comparatively large amounts of money, thus enabling them to do a considerable amount of this class of work without the same being in any way detrimental to the roads of lesser importance.

A considerable number of the county meetings required by law to be held in each county at some time during each year have already been held for the current year. The attendance at each of these meetings, not only of town officials, but of citizens generally, as well as the interest displayed by them, has been of a very gratifying character, seeming to prove conclusively that this plan was a very wise one and of much direct benefit to the towns. Town meetings are also frequently held by the different district supervisors as time and occasion seem to require. These also are serving a very useful purpose, both in the way of instruction and in securing a harmony and unity of work and purpose between the highway officials and the representatives of the Commission.

A summary of the work on town highways under the supervision of this Department during the past year shows about 400 miles of town highways were surfaced with gravel; about 450 miles were surfaced with stone; about 3,400 miles were shaped and crowned and there were about 9,600 culverts and about 790 bridges constructed.

INTERNATIONAL ROAD CONGRESS.

The second International Road Congress, at which nearly all countries were represented by delegates, convened at the city of Brussels in Belgium on July 31, 1910, Mr. S. Percy Hooker and Mr. E. L. Corthell being appointed by Governor Hughes as delegates to represent the State of New York. The work of this Department was such, however, that Mr. Hooker was unable to attend the Congress and New York State was represented in person by Mr. E. L. Corthell; Mr. Hooker sending upon request a paper on the subject of "Highway Construction and Maintenance." The printed proceedings of the Congress show that, including the papers submitted by Mr. Hooker and Mr. Corthell, and from the Highway Commissions of Massachusetts, Maryland and Rhode Island, and the office of Public Roads, Department of Agriculture, Washington, nearly 100 papers were read and discussed, constituting a very useful and complete compendium of experience and knowledge both in the United States and in Europe in regard to the subject of road building.

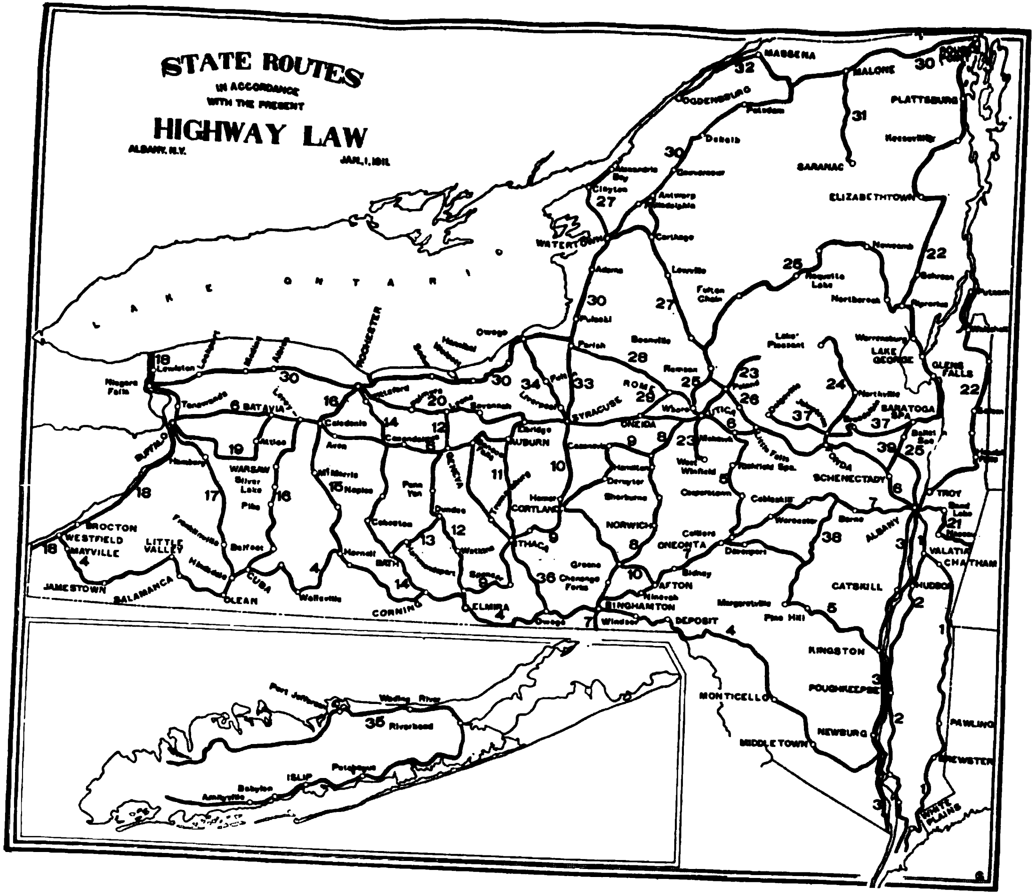
CONCLUSION.

In the foregoing report the Commission has attempted only to touch upon the more salient features of the work under its charge, and reference is made to the tabulations and statements hereto appended which contain detailed information for each county in regard to the construction and maintenance of improved roads as well as of town highways.

Respectfully submitted,

S. PERCY HOOKER,
Chairman.

T. WARREN ALLEN,
ROBERT EARL,
Commissioners.


STATE ROUTES
IN ACCORDANCE
WITH THE PRESENT
HIGHWAY LAW
ALBANY, N.Y.
JAN. 1, 1911.
LAKE ONTARIO
MASSENA
MALONE
PLATTSBURG
SARANAC
ELIZABETHTOWN
OGDENSBURG
Potsdam
Dekalb
Gouverneur
Alexandria Bay
Clayton
Antwerp
Philadelphia
WATERTOWN
Carthage
Adams
Lowville
Fulton Chain
Pulaski
Parish
Boonville
Remsen
Newcomb
Schroon
Long Lake
Northcreek
Warrensburg
LAKE GEORGE
GLENS FALLS
Lake Pleasant
Northville
SARATOGA SPA
Ballston Spa
Niagara Falls
Lewiston
Tonawanda
BATAVIA
ROCHESTER
Caledonia
Avon
Attica
WARSAW
Silver Lake
Pike
BUFFALO
Hamburg
SYRACUSE
ROME
Liverpool
Oswego
ONEIDA
UTICA
AUBURN
Canandaigua
GENEVA
Penn Yan
Dundee
Watkins
Cohocton
Hornell
BATH
CORNING
ELMIRA
Owego
ITHACA
CORTLAND
Homer
Hamilton
Sherburne
NORWICH
ONEONTA
West Winfield
Cooperstown
Little Falls
Richfield Spa.
Cobleskill
SCHENECTADY
TROY
ALBANY
Sand Lake
Worcester
Berne
Davenport
Sidney
AFTON
Nineveh
BINGHAMTON
Windsor
DEPOSIT
Greene
Chenango Forks
Margaretville
Pine Hill
CATSKILL
VALATIE
CHATHAM
HUDSON
KINGSTON
POUGHKEEPSIE
NEWBURG
MIDDLETOWN
MONTICELLO
PAWLING
BREWSTER
WHITE PLAINS
BROCTON
WESTFIELD
MAYVILLE
JAMESTOWN
LITTLE VALLEY
SALAMANCA
OLEAN
CUBA
Belfast
Hinsdale
Wellsville
Port Jefferson
Wading River
Riverhead
Patchogue
ISLIP
Babylon
Amityville
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APPENDIX A.

Report of First Deputy Regarding Maintenance and Repair of Improved Highways.

APPENDIX A.

REPORT OF THE FIRST DEPUTY REGARDING THE MAINTENANCE AND REPAIR OF STATE AND COUNTY HIGHWAYS.

To the State Commission of Highways, Albany:

DEAR SIRS.— I have the honor to submit the following report of the work done by the Bureau of Maintenance and Repair from January 1, 1910 to December 31, 1910. The appended table marked E gives a complete statement of the receipts and expenditures on account of the Bureau for the year.

At the beginning of the season there were 2,137 miles of completed highways, the maintenance and repair of which came under the direction of this Bureau. In addition to this several miles of highway have been accepted during the year and it is estimated that by the first of June, 1911, there will be approximately 2,600 miles. The work of resurfacing has continued during the past year and contracts have been let in addition to those let in 1909 as set forth in the appended table.

At the time that the Commission took over the highways of the State of New York, as mentioned in the report of 1909, there was no systematic maintenance, and inadequate appropriations had been furnished by the Legislature to carry on any of this work. Consequently the roads improved by State aid were in bad condition. The Legislature appropriated $1,500,000 in 1909, and $1,800,000 in 1910, to resurface and maintain these highways. A large portion of this money has been used for the resurfacing of highways that were worn out or through neglect had reached such a state that a new surface was necessary. At the present writing the majority of the roads that needed resurfacing have been resurfaced and are now in good condition. The balance of the roads have been taken care of and are at present either in fair or good condition.

The work of maintenance and repair has now reached the point where we may say that we are starting even. The amount required for such work in the future will only be for the natural wear and tear and depreciation and will increase from year to year as the number of miles of improved highway increases.

The most important factors in the successful maintenance of the improved roads of the State are sufficient funds and a strong organization. The policy of the State in the past of building short pieces of road in each county in place of continuous stretches from point to point requires a much larger amount of money for supervision than it would if this 2,600 miles of highway were less scattered or in a continuous stretch.

ORGANIZATION.

The organization of the bureau is practically the same as that set forth in the 1909 report with the exception that the number of men employed has been slightly increased. The organization will be extended and new men added to the force as the mileage increases from year to year.

Experience has demonstrated that in order to secure the best results the highway inspector of a section should have not over seventy-five miles of highway to supervise and maintain. In laying out a patrol we have endeavored so far as possible to give each patrolman approximately five miles of waterbound macadam, eight miles of asphalt macadam and twelve miles to fifteen miles of brick. It is not always possible to do this on roads that are isolated and short stretches that are too far apart to enable the patrolman to look after more than one road. In such cases the patrol is either lengthened or shortened to fit the number of miles in the road, and on short stretches of one or two miles a patrolman is employed only at such times as it may be necessary to do work upon that particular road.

In order to secure the best results and have some headquarters in each section of the State where complaints may be promptly attended to, new division offices have been established at Utica and Binghamton. These points are centrally located for roads in Divisions 3 and 6, and it is intended to establish an office at some central point in Division 1 for the same reason.

CONTRACTS.

Contracts for resurfacing in 1910 were let as set forth in the appended table.

The total number of miles of resurfacing let in 1910 was 120.63 miles, divided as follows:

	Miles.
Bituminous macadam	104.45
Rock asphalt	1.14
Brick	.76
Plain macadam	14.28
Total	120.63

After further study of the traffic conditions it was deemed advisable to make certain changes in the contracts let in 1909 and substitute a better wearing material for the surface than was originally called for. The table setting forth the status of the 1909 contracts has been revised to December 31, 1910, and the changes due to the substitution of other material for the wearing surface are covered by the figures given in the revised table. The amount expended for engineering and advertising in this table has also been revised to date to include the amount expended during 1910 on the 1909 contracts. In some cases the original contract let in 1909 has been extended to embrace more mileage than covered by the original contract. The revised table of the various forms of resurfacing material used is as follows:

	Miles.
Asphalt macadam	71.27
Tarvia	0.99
Vitovia	7.02
Amesite	1.00
Rock asphalt	1.45
Brick	9.50
Plain macadam	88.50
Gravel	3.15
Surface treatment	4.33
Total	187.21

The material and form of construction selected for this resurfacing work was chosen after a careful study of traffic conditions and material obtainable, always taking into account the amount of money available in the appropriation. Several contracts which called for materials which were used in order to determine their adaptibility and fitness for road construction were completed this year and are now under trial. It is too early yet to pass any opinion regarding the same as it takes time to complete this demonstration.

The automobile still continues to be a serious problem, but we may say we are in a much better position due to our knowledge in the past two years to preserve our roads from destruction and rapid deterioration because of this traffic.

OILING.

The work of oiling, as taken up by the Commission early in the spring of 1909, has been continued with modified specifications during 1910. The number of miles of surface oiling done during the season of 1909 was 1,010 miles. The grade of oil used for this purpose is required to pass the following specifications:

SPECIFICATIONS.

Bituminous Material C. O.

This material shall be an asphaltic oil meeting the following requirmements:

(1) It shall be free from water or decomposition products.

(2) The various hydrocarbons composing it shall be present in homogeneous solution, no oily or granular constituents being present.

(3) The gravity at a temperature of 77 degrees F. shall not be lighter than 19 degrees Beaumé.

(4) When evaporated in the open air at a temperature not exceeding 500 degrees F., until 65 per cent. of residue remains, the residue shall not be so hard as to show a penetration less than 10 millimeters when tested for five seconds at 77 degrees F. with a No. 2 needle weighted with 100 grams.

(5) When evaporated in the open air at a temperature not exceeding 500 degrees F., until 55 per cent. of residue remains, the

residue shall not be so soft as to show a penetration more than 10 millimeters when tested for five seconds as above stated.

(6) Twenty grams of it, upon being maintained at a uniform temperature of 325 degrees F. for five hours, in a cylindrical vessel 2½ inches in diameter by ¾-inch high, shall not lose more than 12 per cent. in weight.

(7) Twenty grams of it upon being maintained at a uniform temperature of 400 degrees F. for five hours as above stated, shall not lose more than 20 per cent. in weight.

(8) It shall be soluble in chemically pure carbon disulphide at air temperature to the extent of at least 99.5 per cent.

(9) The bitumen shall be soluble at air temperature in 76 degrees Beaumé naphtha, distilling between 140 degrees and 190 degrees F., to the extent of not less than 87 per cent. and not more than 99 per cent. When 20 c. c. of a naphtha solution obtained by treating one gram of the bituminous material with 100 c. c. of cold naphtha is evaporated upon a glass plate, the residue shall be adhesive and sticky, and not oily.

(10) It shall not show more than 10 per cent. fixed carbon.

(11) It shall show an open flash point of not less than 300 degrees F.

(12) It shall not contain more than 3 per cent. paraffine scale.

Bituminous Material L. C. O.

The material shall be a light asphaltic oil meeting the following requirements:

(1) It shall be free from water or decomposition products.

(2) The various hydrocarbons composing it shall be present in homogeneous solution, no oily or granular constituents being present.

(3) The gravity at a temperature of 77 degrees F. shall not be lighter than 25 degrees Beaumé.

(4) When evaporated in the open air at a temperature not exceeding 500 degrees F., until 35 per cent. of residue remains, the residue shall not be so hard as to show a penetration less than 10 millimeters when tested for five seconds at 77 degrees F. with a No. 2 needle weighted with 100 grams.

(5) When evaporated in the open air at a temperature not exceeding 500 degrees F., until 45 per cent. of residue remains, the residue shall not be so soft as to show a penetration more than 10 millimeters when tested for five seconds as above stated.

(6) Twenty grams of it upon being maintained at a uniform temperature of 325 degrees F. for five hours, in a cylindrical vessel 2½ inches in diameter by about ¾-inch high, shall not lose more than 15 per cent. in weight.

(7) Twenty grams of it upon being maintained at a uniform temperature of 400 degrees F. for five hours as above stated shall not lose more than 30 per cent. in weight.

(8) It shall be soluble in chemically pure carbon disulphide at air temperature to the extent of at least 99.5 per cent.

(9) The bitumen shall be soluble at air temperature in 76 degrees Beaumé naphtha, distilling between 140 degrees and 190 degrees F., to the extent of not less than 87 per cent. and not more than 99 per cent. When 20 c. c. of a naphtha solution, obtained by treating one gram of the bituminous material with 100 c. c. of cold naphtha, is evaporated upon a glass plate the residue shall be adhesive and sticky, and not oily.

(10) It shall not show more than 8 per cent. of fixed carbon.

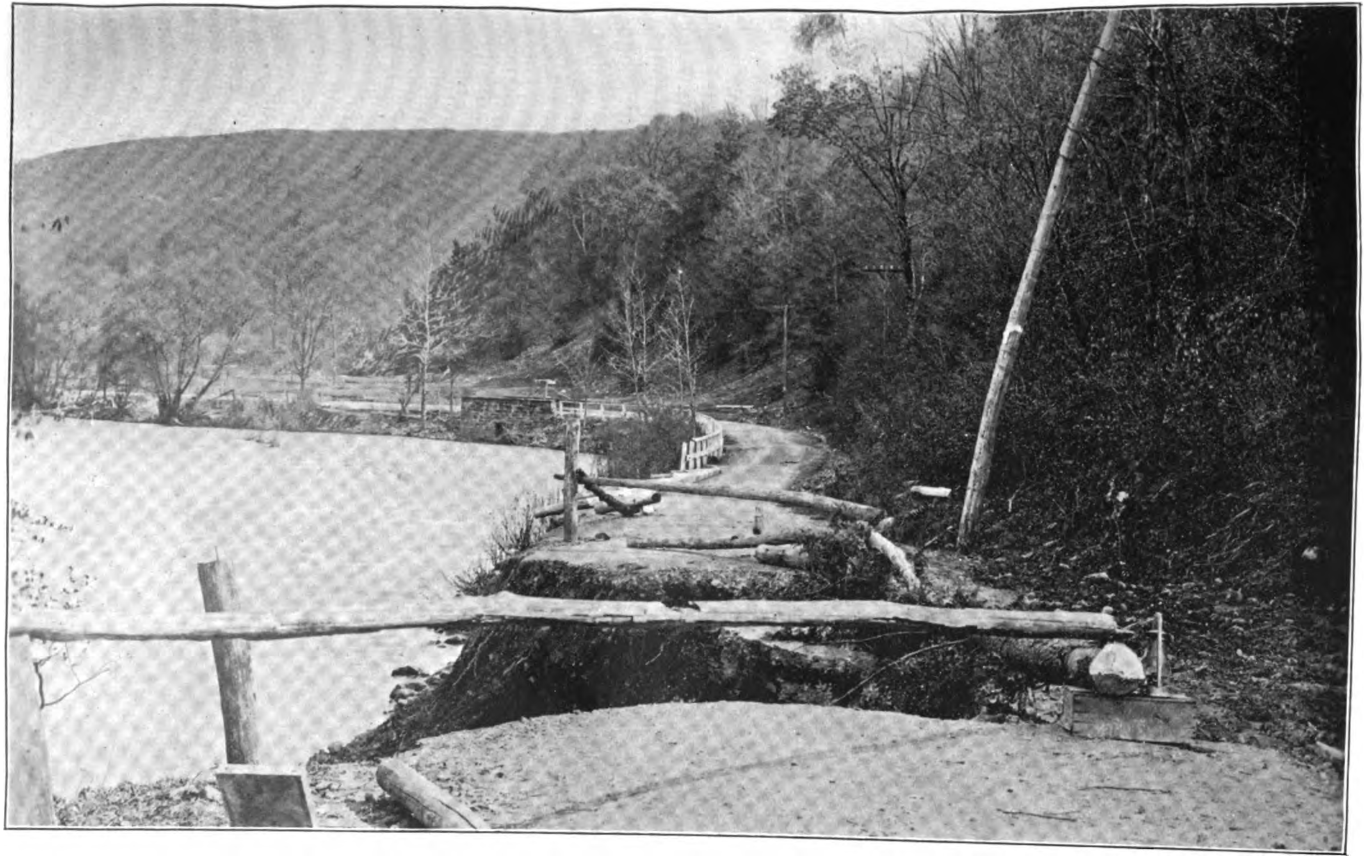
(11) It shall not show an open flash point of less than 280 degrees F.

(12) It shall not contain more than 4 per cent. of paraffine scale.

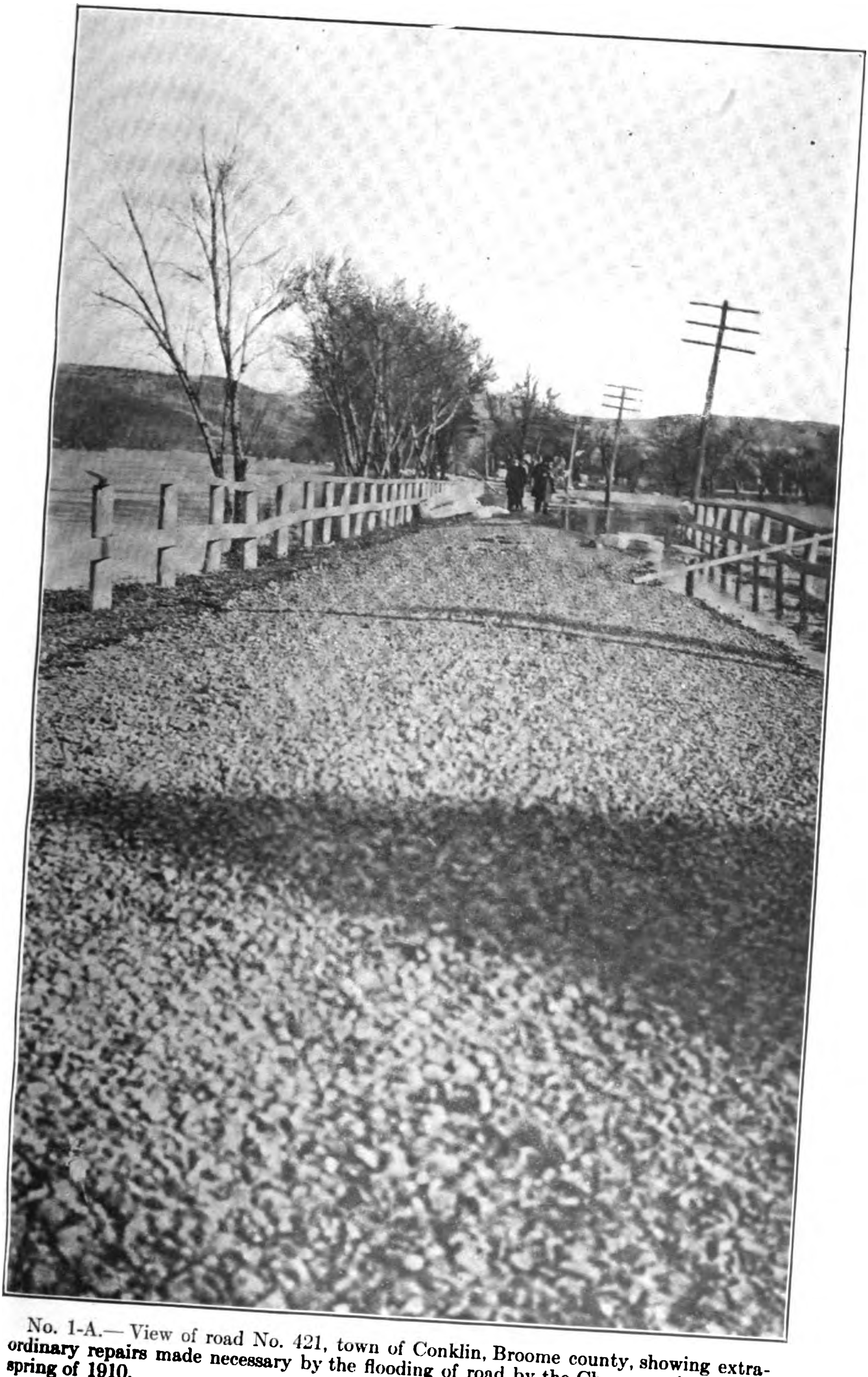
On account of the difference in the character of roads to be treated it is deemed advisable to use two grades of oil in this class of work. For purposes of identification these two grades are known as C. O. and L. C. O., signifying cold oil and light cold oil. The specifications for applying both these grades of oil also follow.

Specifications for Applying Bituminous Material C. O.

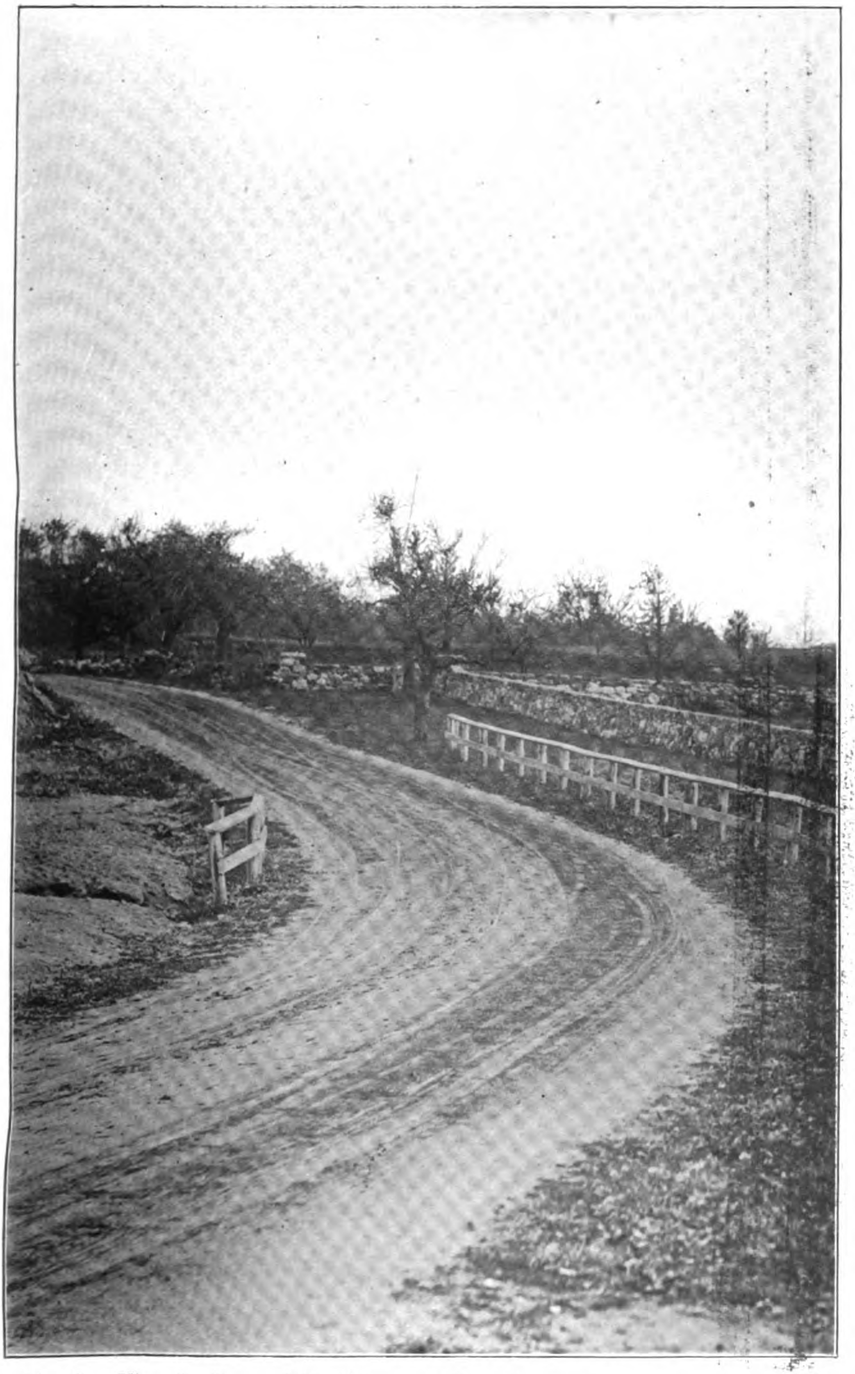
Oil meeting the requirments specified under C. O. shall be applied uniformly to the road surface immediately after it has been carefully swept until the top course stones are exposed and thoroughly cleaned and no dust or foreign matter remain upon the surface. The greatest care shall be exercised in doing the sweeping not to displace the stones of the top course.



No. 1.— View showing extraordinary repairs necessary on road No. 16, town of Shandaken, Ulster county, due to a washout from the Esopus creek in April, 1910.



No. 1-A.— View of road No. 421, town of Conklin, Broome county, showing extraordinary repairs made necessary by the flooding of road by the Chenango river in the spring of 1910.



No. 2.— View showing road No. 587, town of New Castle, Westchester county, oiled in 1909 with C. O.

The amount of oil to be applied shall be .... gallons per square yard.

The machine used in applying this oil shall be of such construction that the amount to be applied can be regulated and spread on the road to form a thin sheet.

The oil shall be delivered in tank cars which are provided with proper steam coils, and the Contractor will be required to attach thereto a small boiler by means of which the temperature of the oil can be raised to at least 150 degrees F. in the tank car. After the oil has been transferred to the machine for applying it shall be transported to the road as soon as possible and before the temperature has been materially lowered. At the option of the Engineer the heating of the oil by steam may be omitted if the temperature is above 70 degrees F.

The Contractor shall apply oil to one-half of the road at a time, leaving the other half of the road and shoulder free and open to traffic during the process of oiling. The portion oiled shall then be covered and thrown open to traffic, after which the balance of the road shall be oiled and covered. The full width of the macadam shall be covered in the two applications.

The Contractor shall erect and maintain signs at the nearest crossroad on each side of the oiling, warning the traveling public that the road is being oiled and that they travel it at their own risk.

The cover shall consist of an approved grade of iron ore tailings, gravel, screenings from which the dust has been removed, three-quarter stone and screenings mixed, or three-quarter stone with sand or gravel for a blotter, as specified and called for in the item of Quantities. The cover shall be delivered in piles along the road approximately 1,000 feet apart, these piles to be so placed that they are not dangerous to the traffic. In applying the cover the material shall be loaded into a spreader wagon designed so that the cover can be applied uniformly and of an even thickness on the roadbed. The amount, per square yard, of cover to be applied shall be determined by the Engineer. A portion of the cover shall be reserved, and the Contractor will be required from time to time to rescreen such portions of the roadway as become sticky and show a tendency to pick up. The Contractor will be required to patch with oil and cover those places in the road which pick up under the traffic, and he shall leave an even, smooth surface on the job he has completed. Particular care shall be taken so as not to leave a ragged and bad edge.

In case three-quarter stone is specified for cover and the road requires a certain amount of repairing, the ruts shall be cleaned out thoroughly and, after the oil has been applied, completely filled with three-quarter stone or stone that will pass a 1¼-inch ring and be retained on a ⅝-inch ring. The cover of three-quarter stone shall be rolled with a light roller, weighing at least five tons, after which it shall be thoroughly screened with screenings or a fine grade of gravel or sand, and again rolled until it is thoroughly hard and smooth.

The work shall be cleaned up and left in a tidy and workmanlike manner.

Payment for applying oil will be made on the basis of the square yard, and shall include the sweeping and preparing of the roadbed, the unloading, hauling, application of the oil, and the applying of the necessary cover; also the trimming up and removal of all surplus material.

The payment for cover will be made at the price bid per cubic yard or per ton delivered on the road in piles, as specified.

SPECIFICATION FOR APPLYING BITUMINOUS MATERIAL L. C. O.

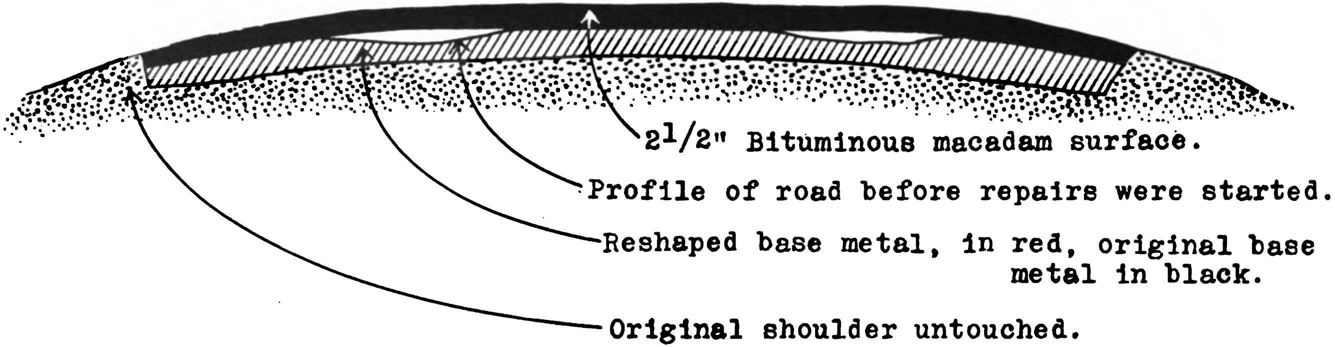
Oil meeting the requirements specified under L. C. O. shall be applied uniformly to the road surface immediately after it has been swept sufficiently to remove any excessive dust or foreign matter.

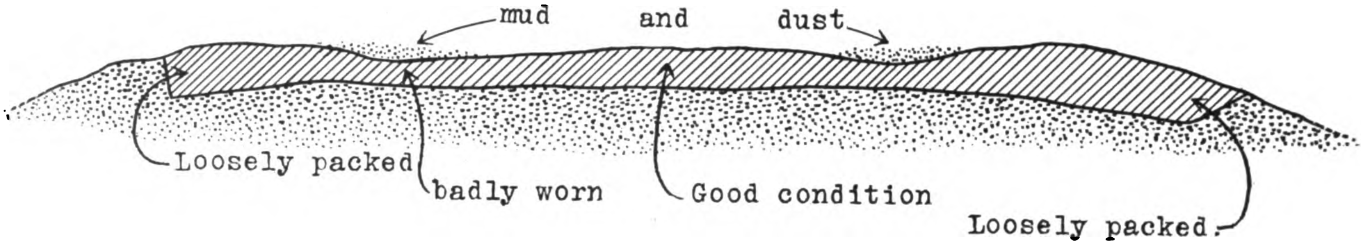
The amount of oil to be applied shall be .... gallons per square yard.

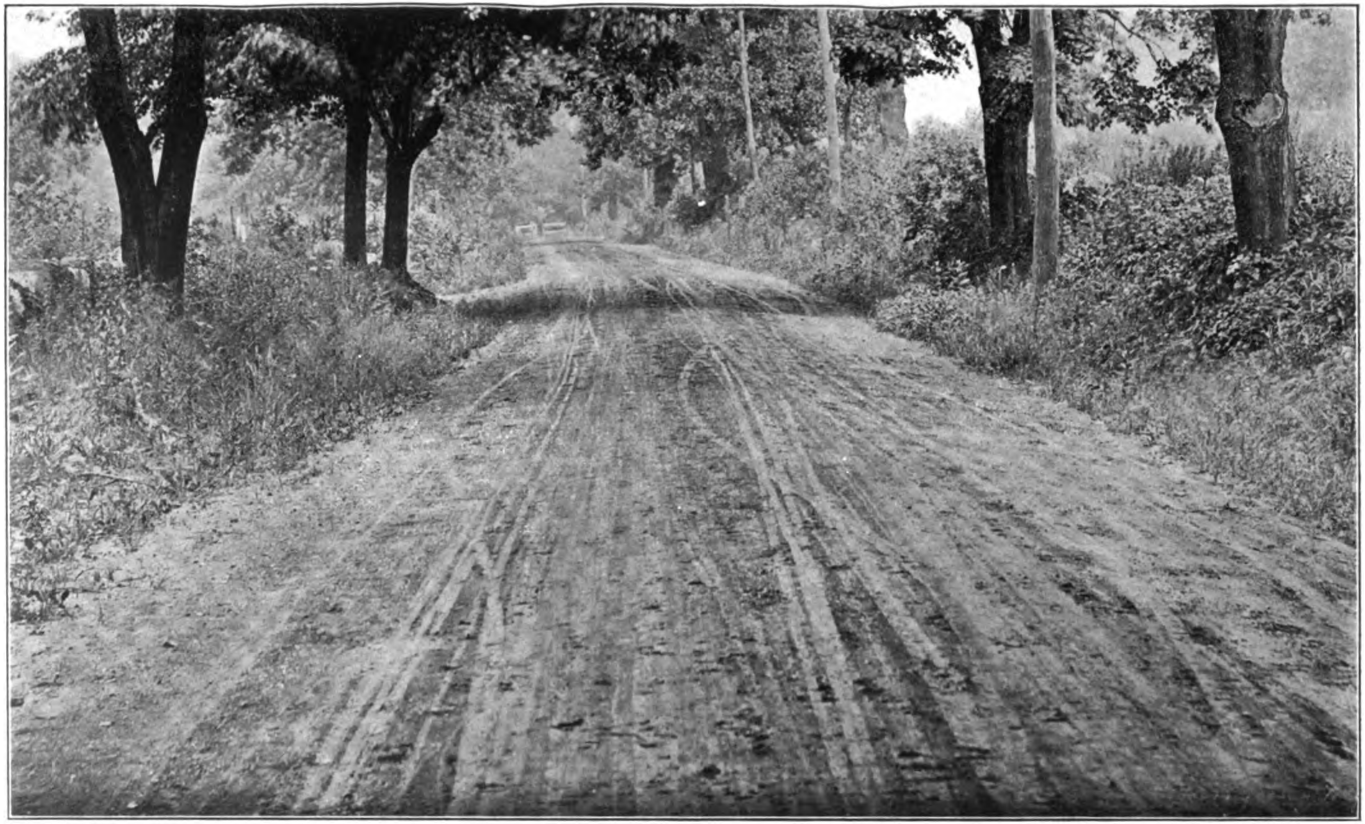
The machine used in applying this oil shall be of such construction that the amount to be applied can be regulated and spread on the road to form a thin sheet.

The oil shall be delivered in tank cars.

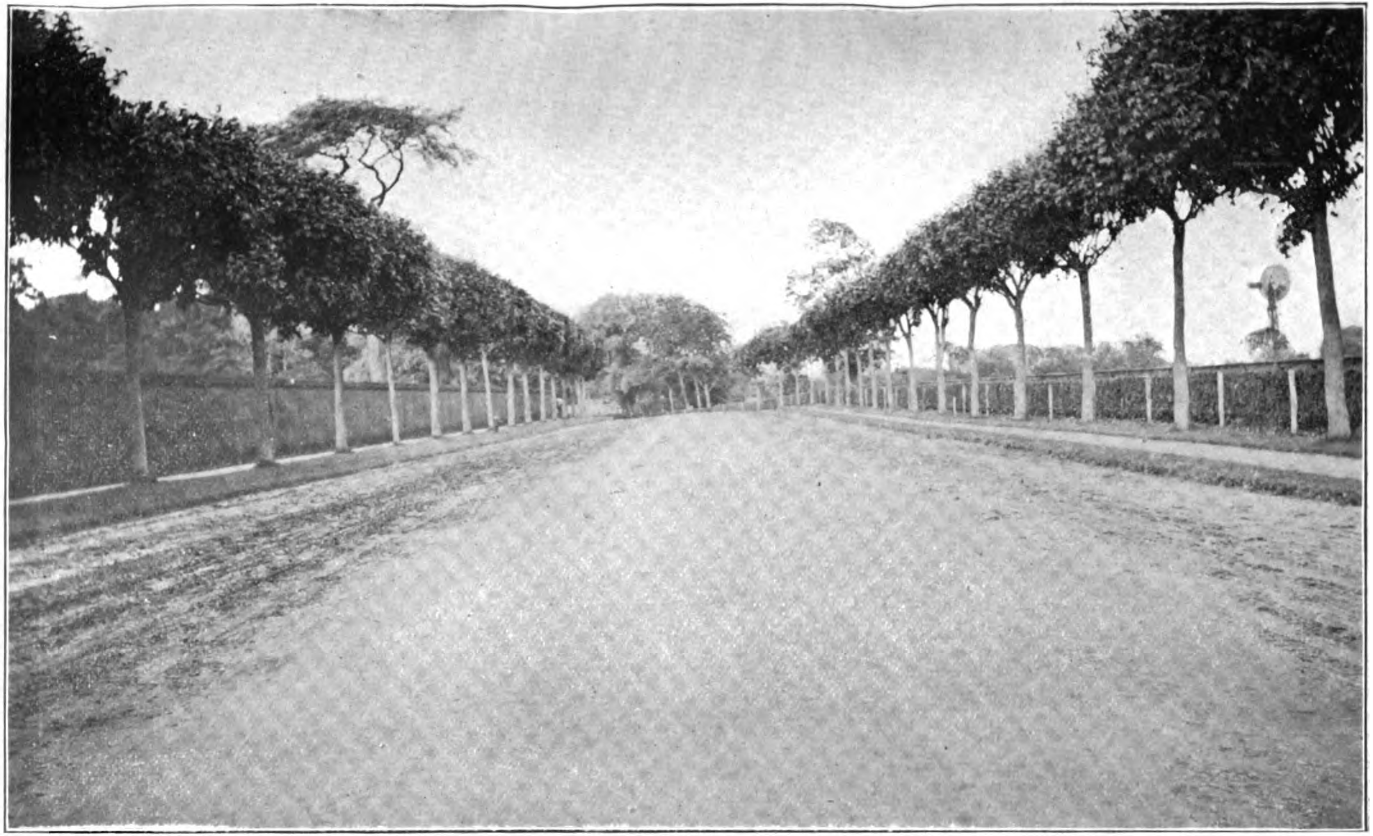
The contractor shall apply the oil to one-half of the road at a time, leaving the other half of the road and shoulder free and open to traffic during the process of oiling. The portion oiled shall then be covered by sweeping back the material previously removed


2 1/2" Bituminous macadam surface.
Profile of road before repairs were started.
Reshaped base metal, in red, original base metal in black.
Original shoulder untouched.


mud
and
dust
Loosely packed
badly worn
Good condition
Loosely packed.



No. 4.— View showing road No. 520, town of Mount Pleasant, Weschester county, showing condition of road after oiling.



No. 5.— View showing road No. 743, town of Islip, Suffolk county, showing condition of road after two oilings in 1909 and one in 1910. This road running between Babylon and Bay Shore on the southern coast of Long Island is subject to extremely heavy automobile traffic. The road was rapidly going to pieces until treated with C. O. after which it gave very little trouble.

from such portion, and thrown open to traffic. The other half of the road shall then be treated in the same manner.

The contractor shall erect and maintain signs at the nearest crossroad on each side of the oiling, warning the traveling public that the road is being oiled and that they travel it at their own risk.

The work shall be cleaned up and left in a tidy and workmanlike manner.

Payment for applying oil shall be by the square yard, and shall include all sweeping, the unloading and hauling of the oil and its application.

The object in requiring two grades is two-fold. In quite a large percentage of the mileage requiring oiling throughout the State the roads are in fair condition and have plenty of surplus screenings on top so that they do not need building up. Practically all they need is a dust preventative and road preservative that will keep them in good condition and do away with the dust nuisance. For this class of work a grade of oil designated as L. C. O. has been selected and contains approximately 40 per cent. of asphaltic base. This oil can be handled from tank cars without heating, pumps easily and can be applied readily. It will not require additional cover except possibly the sweepings from the road treated and, therefore reduces the cost materially.

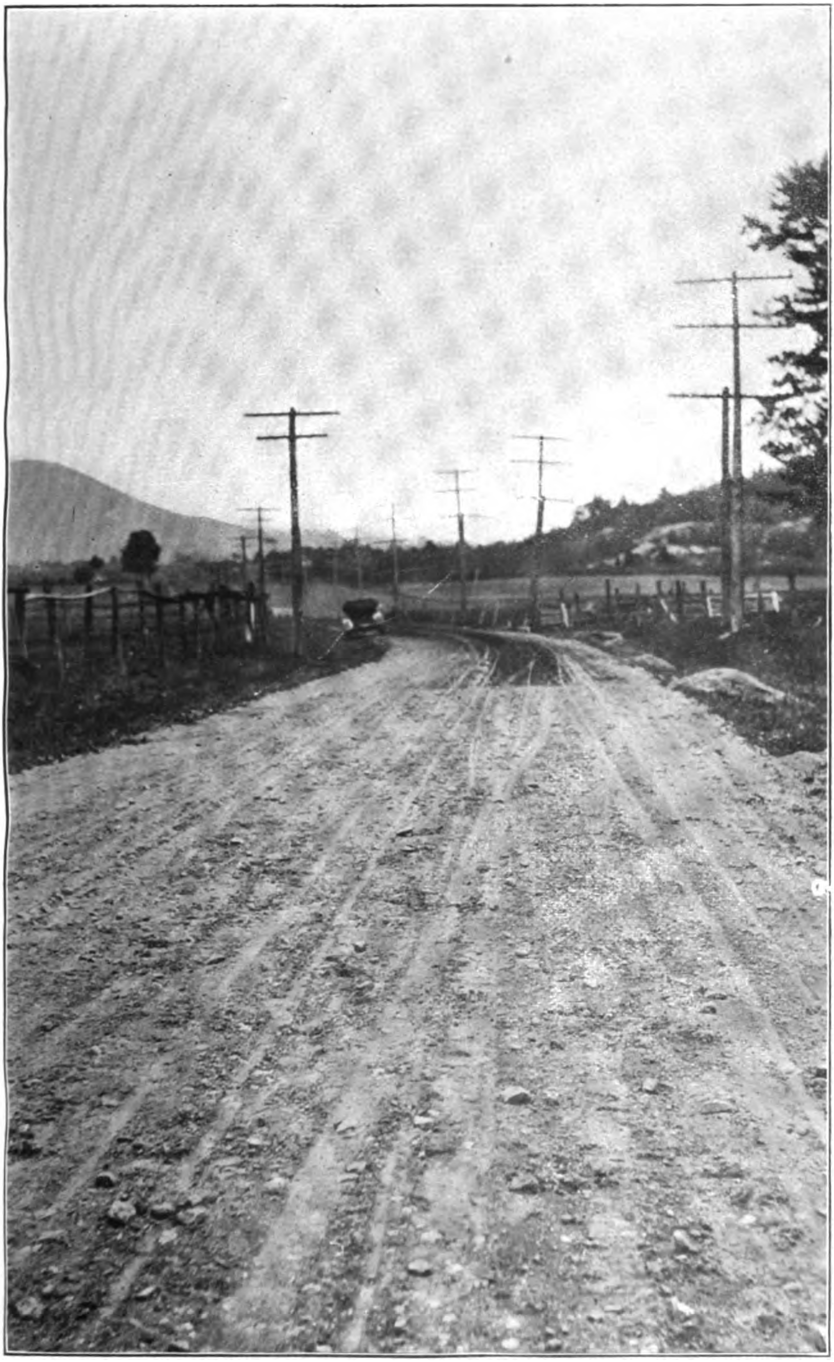
There are other roads throughout the State that have become considerably worn, but which have not reached a stage where it is advisable to resurface them, and which can be treated with the grade designated as C. O., and covered with screenings, gravel, iron ore tailings or such material as may be available in that locality. This class of roads requires and must have some cover to smooth up the old surface and allow the traveling public to use it. The grade of work done during the year 1910 has been mostly of this class of oiling. The amount of cover usually required is approximately 100 cubic yards to the mile. This treatment is more expensive than the treatment with the grade of oil designated as L. C. O., both on account of cover and the heaviness of the oil applied. Although this oil has been designated as C. O., or oil applied cold, it has been deemed advisable both to facilitate the handling and to get a more even penetration to heat this oil by means of steam in the tank cars raising the temperature to about 140 degrees. This can be very readily done and does not increase the cost inasmuch as the oil can be pumped into the distributing wagons much cheaper by the use of a steam pump attached to the same boiler that is required for heating the oil and can be spread on the road faster and better than when not heated, especially when the nights and mornings are cold.

Experience has proven to us that this treatment of waterbound macadam not only eliminates the dust nuisance but preserves and materially increases the life of a waterbound macadam road. The use of a grade of oil designated as C. O. is open to objections. First, there is a period during its application and immediately following and lasting from one to two weeks in which the road is in a rather sloppy condition, and which condition is objectionable to the traveling public. This objectionable feature may be materially bettered by oiling one-half of the road at a time and using less oil. Provision has been made to do this in 1911.

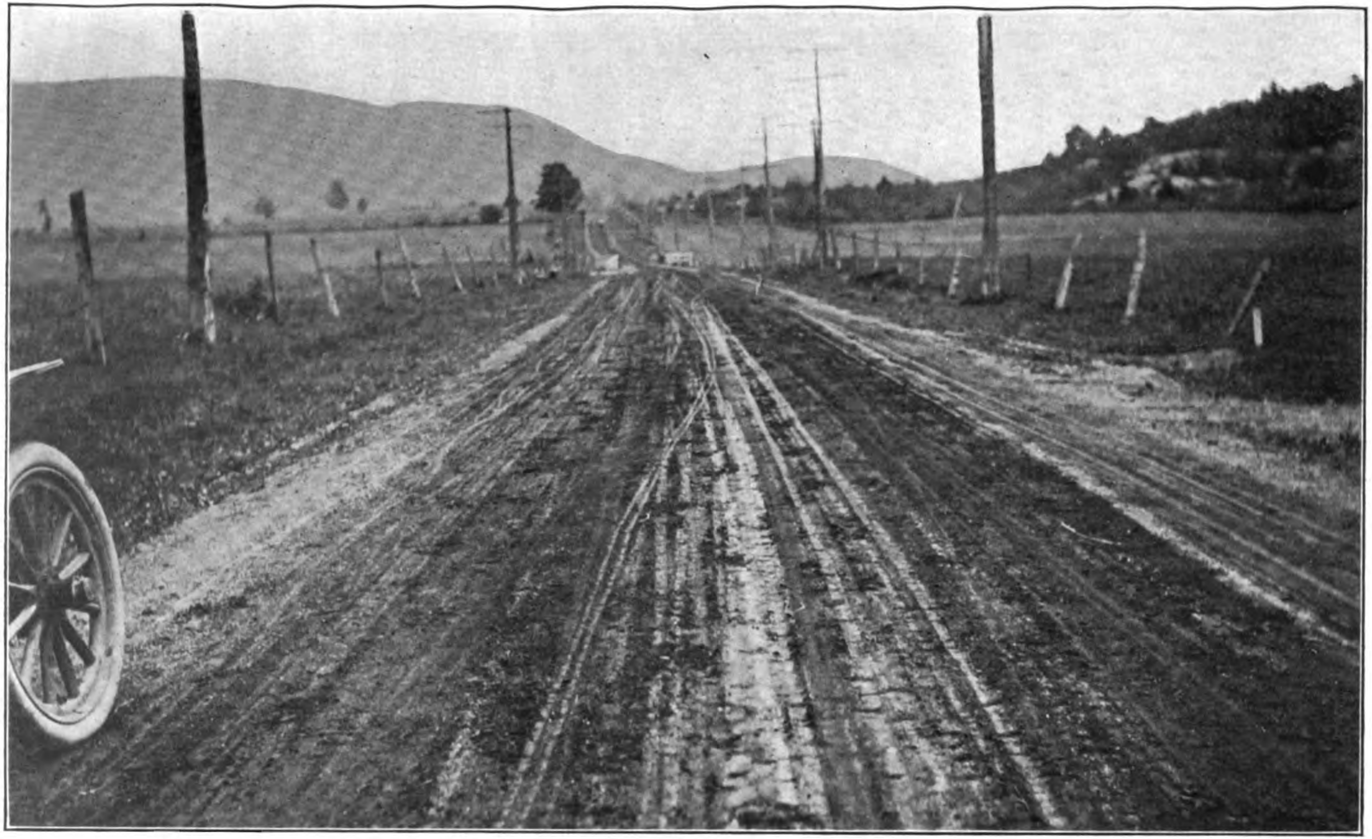
A second objection is that in the fall of the year, after the fall rains, the oil and cover applied soften up and in many cases the road assumes a muddy and sloppy appearance. Experience has demonstrated, however, that this condition is not permanent and that the road smooths out in the spring time and is in good condition for the following summer.

It was planned during the season of 1911 to use a considerable amount of the grade designated as L. C. O. in reoiling roads that had been oiled with a heavier grade of oil and for the treatment of waterbound macadam roads that are in good condition for such a treatment. The following is a table of the number of miles of road oiled by counties in the State during the season of 1910:

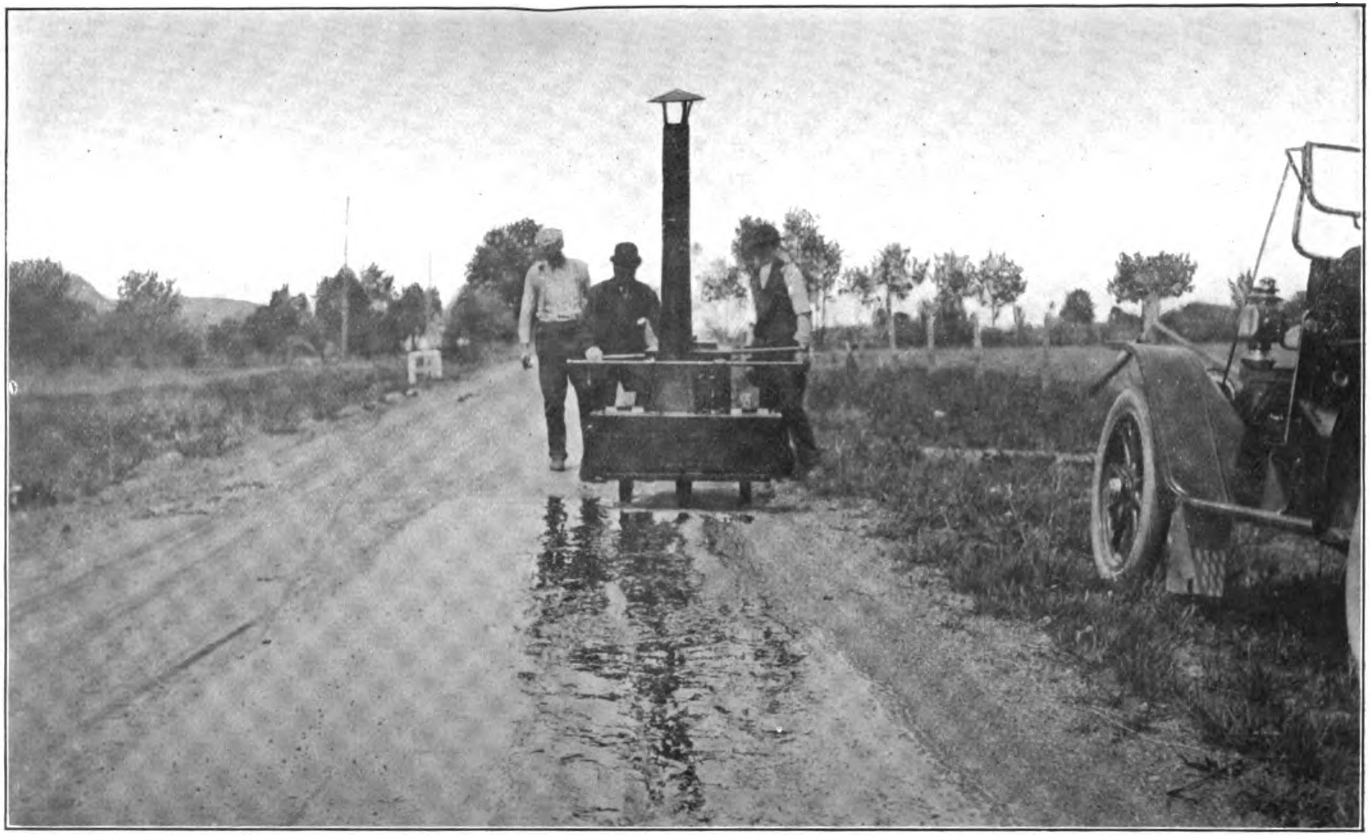
	Miles.
Albany	18.61
Broome	52.15
Cattaraugus	5.52
Cayuga	18.45
Chemung	25.94
Chenango	14.92
Clinton	32.23



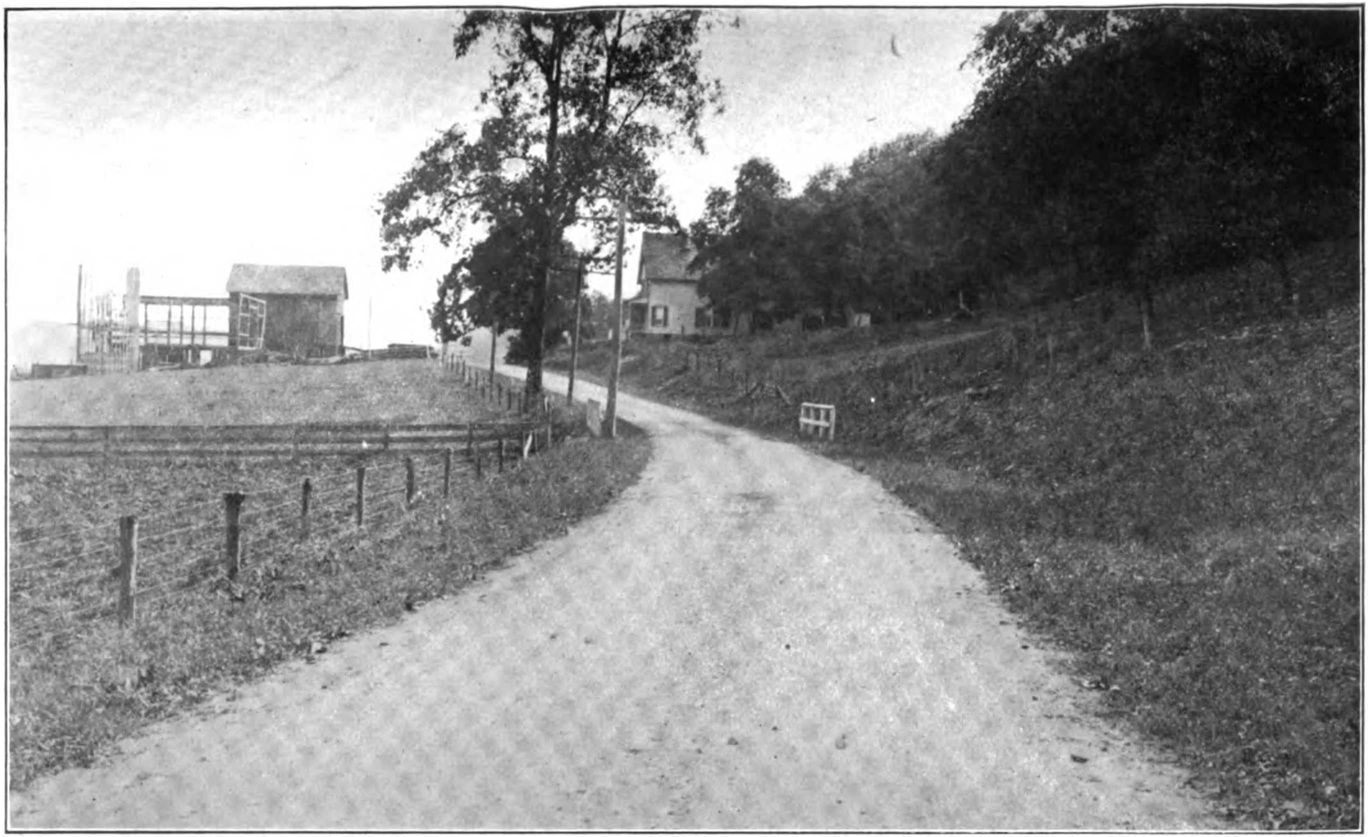
No. 6.— View of road No. 232, town of Chesterfield, Essex county, looking south from station No. 57, showing condition of the road before treatment with C. O. and showing the oiled road in the background.



No. 7.— View of road No. 232, town of Chesterfield, Essex county, looking south from station No. 59, showing the oiled road after one month of travel. This road was oiled July 15, 1910.



No. 8.— View showing a small portable heating oiler which can be manipulated by hand, repairing a piece of asphalt macadam on road No. 242, town of Wilton, Saratoga county.



No. 8-A.— Road No. 274, Chenango, Broome county, view showing road before oiling. Road No. 274, Chenango, Broome county, view showing road after application of oil and gravel for cover.

	Miles.
Columbia	12.67
Cortland	12.14
Dutchess	36.84
Erie	77.29
Essex	17.38
Fulton	18.77
Greene	5.60
Herkimer	34.32
Jefferson	25.51
Livingston	10.42
Madison	7.53
Monroe	60.75
Montgomery	14.09
Nassau	27.06
Niagara	16.74
Oneida	44.38
Onondaga	5.81
Ontario	21.10
Orange	83.88
Orleans	25.48
Oswego	16.82
Otsego	14.10
Putnam	7.90
Rensselaer	26.61
Rockland	14.77
Saratoga	37.12
Schenectady	16.25
Steuben	4.33
Suffolk	18.52
Sullivan	8.51
Tompkins	14.48
Ulster	41.41
Warren	17.61
Washington	.92
Westchester	44.83
Total miles	1,009.76

A few roads have been treated with a grade of oil containing approximately 85 per cent. asphaltic base and which required heating. The method of application was as follows:

The road was thoroughly swept by means of a rotary sweeper and hand brooms and the oil was applied at a temperature of from 350 to 375. Shortly after its application the road was covered with ¾-inch stone or ¾-inch stone and screenings mixed and rolled. As the oil showed through the surface it was covered lightly with a good grade of fine gravel or sand. This method of treatment is considerably more expensive than the treatment with C. O. or L. C. O. Roads treated in this way in some instances show indications of pitting. Otherwise they present a very even, smooth surface and show no indications of softening and muddying up during the fall.

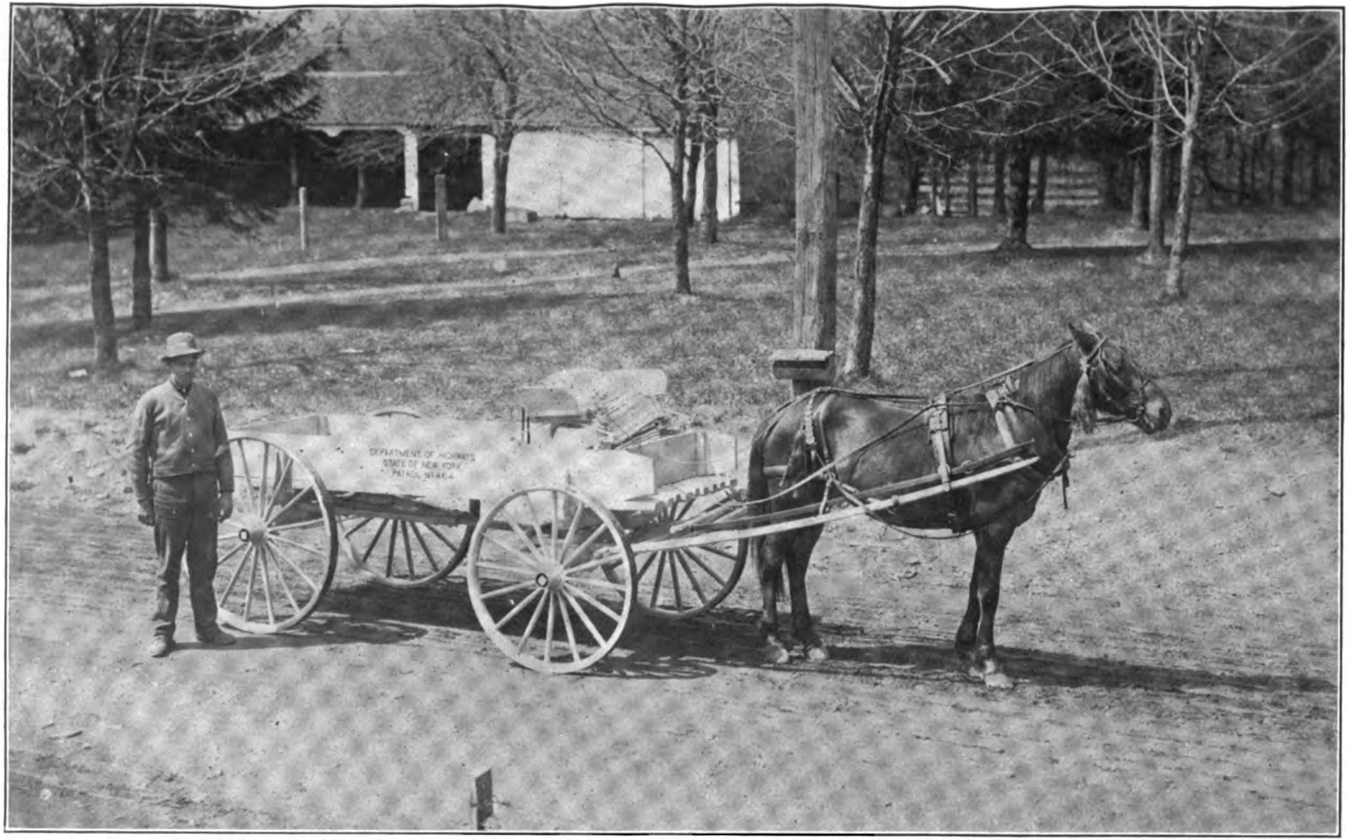
The average cost of the various treatments is approximately: For the application of L. C. O., $200 to $250 per mile; for the application of C. O. $400 to $600 per mile and for the application of H. O., $1,000 to $1,200 per mile. The above figures are based on a sixteen-foot roadway.

With the exception of the sloppy condition during application and immediately after application and the muddy condition of the roads in the fall where C. O. has been applied, it can be said that these treatments have proven generally satisfactory throughout the State. We are in hopes during the coming season to overcome to a large extent these two objectionable features.

The use of oil is especially effective in preventing ravelling. Inasmuch as there was a large mileage of waterbound macadam road throughout the State it was absolutely necessary that some form of treatment of this kind be adopted. Many of the roads that were treated during 1909 and 1910 have been saved and are in good condition today.

PATROL SYSTEM.

The experience of 1909 and 1910 has demonstrated that this branch of the Bureau plays the most important part in the work of maintenance and repair. The money invested in establishing and maintaining a patrol system is most wisely expended. Although the nature of the work done by the patrolmen is in a large



No. 9.— A typical New York State patrolman.

FORM R-38 B.P.S.

Inspector Sec. No.......... Report for Week Ending Saturday,.............................191

	ROAD NO.	STA. TO STA.	PATROL NO.	INSTRUCTIONS GIVEN	WEATHER
Monday					
Tuesday					
Wednesday					
Thursday					
Friday					
Saturday					

If Patrolman not on work make "X" mark after his number. Weather clear or stormy.

measure preventative, more real good is obtained from the money expended in this way than in any other class of work done by the Bureau.

For the benefit of those who may not be familiar with this organization and its work, the following brief outline is given to show the organization and the way that the work is conducted:

The State is divided into six divisions embracing a number of counties and each one of these divisions is placed in charge of a practical and competent highway engineer who is responsible for and has charge of all the maintenance and repair work in that division excepting the resurfacing. Each one of these divisions is in turn divided into from four to seven sections depending upon the mileage of road in that division and each one of these sections is placed in charge of a practical and competent inspector of highways. This inspector has charge of all maintenance and repair work in his section and reports to and is directly responsible to the superintendent of repair of his division. Each one of these inspectors supervises from sixty to ninety miles of highway. The mileage of highway is subdivided into sections covering approximately five miles and a patrolman is appointed for each one of these subsections. This patrolman furnishes himself with a horse, cart and necessary tools and is required to spend all of his time between the hours of 8 A. M. and 5 P. M. at work on the highways in his patrol. The highway inspector in charge of section visits these patrolmen irregularly timing his visits so that the patrolmen will be unable to tell at what time he will be there; supervises his work, schools him in the matter of road repair and maintenance and sees that the men are doing their duty at all times.

The work of patrolmen under the highway inspector not only includes the repairing of small holes, cleaning of ditches and waterways, etc., but also the elimination of ruts and the preventing of ravel by the application of a wearing coat on the roads from time to time consisting of small stone or a good grade of gravel. The patrolman is also furnished with a sufficient amount of oil in barrels for the maintaining of roads that have been oiled.

As a whole the patrolmen are an exceptionally good grade of men. In many instances they are men who have been engaged on construction of the road and possess considerable intelligence. Ofttimes where repairs are necessary additional men are employed for a short period and the patrolman acts as foreman over a small gang of men doing this work. There is always plenty of work for the patrolman to do and the highway inspector is never at a loss for work for his patrolmen.

Patrolmen are employed practically nine months in the year and the highway inspectors in charge of section for twelve months of the year. The highway inspectors make periodical inspections during the winter months of the highways under their charge and are also employed in taking inventories of material on hand for such repairs and collecting the data for the estimates for repairs for the following year.

Such good results were obtained by the patrol system in 1909 that the length of patrols have been shortened and the number of patrolmen increased. The force of highway inspectors has also been added to in order to give better supervision and closer attention to detail and provide for the increased mileage.

The cost during 1910 on 2,200 miles of highway supervised has been approximately $106 per mile for patrol. The cost of supervision divided on this number of miles has been $24.50 per mile. The expenses of the highway inspectors and superintendents of repairs have been $12.50 per mile. The office charges, including rental, stenographic fees, etc., has been $1.50 per mile, making a total of $38.50 per mile for cost of supervision.

Inasmuch as the superintendents of repair and the highway inspectors also supervise a large amount of other repair work which is being done and consists of oiling, delivery of maintenance material, repairing and painting of guard rail, recapping and improvements, the above cost of supervision should not be charged entirely to the patrol system. It may be said that a fair figure for the cost of the patrol system including the salary of the patrolmen and cost of supervision is approximately $125 per mile per year. It is doubtful if this amount could be expended to such good advantage and obtain the results in any other way. The constant care and attention to small things prolongs the life of the road by preventing deterioration and keeps the road in good condition at all times.

In order to have a record of the work performed by the patrolmen and just what roads were inspected at various times by the highway inspectors and superintendents of repair, and in order to

FORM R-28. 2-23-10-2000 (81-9916)

....191

COUNTY	Roads Inspected	REMARKS

On.......................will be at.......................Hotel.......................N. Y.
On.......................will be at.......................Hotel.......................N. Y.

....
Superintendent of Repairs

Form R-36.

2-14-10-15,000 (25-9825)

PATROLMAN NO.............. REPORT FOR WEEK ENDING SATURDAY.............................1910.

	WEATHER.	ROAD NO.	STA. TO STA.	TIME.	WORK PERFORMED AND REMARKS.
MON.					
TUE.					
WED.					
THU.					
FRI.					
SAT.					

WEATHER, CLEAR OR STORMY.

HOURS PATROLMAN SHOULD BE ON DUTY, 8 A. M. TO 5 P. M.

keep the superintendents of repair and highway inspectors in touch with what is being done by the men under them, a system of postal card reports has been devised on which the patrolmen and highway inspectors report weekly and the superintendents of repair daily. The patrolman reports to the highway inspector in charge of section; the highway inspector reports to the superintendent of repairs and the superintendent of repairs to the first deputy. The following is a facsimile of the patrolmen's weekly report to the highway inspector. The reverse side of this report is addressed to the highway inspector in charge of section and the whole report is in the form of a postal card.

Following are facsimiles of reports of the highway inspectors in charge of section and the superintendent of repair which are likewise in postal card form and addressed to the proper official on the reverse side.

In order to have an additional check upon work done by the patrolmen and also the inspections and supervision given by the highway inspectors, an additional inspector is employed who reports directly to the Commission. This inspector is supplied with a record of the patrolmen employed, their length of patrol and a general knowledge of each section to be inspected. He makes a visit to the section unbeknown to any member of the Bureau of Maintenance and Repair from time to time under the direction of the chairman of the Commission. He interviews the patrolmen, ascertains whether or not they are proper and fit persons to hold the positions; whether they have been properly instructed and furnished with material; whether or not the highway inspector in charge of section is giving the proper attention and time to this work; in short, submits a detailed report on the work being done in each section. These reports are submitted to the chairman of the Commission who in turn transmits them to the first deputy for investigation and action. If the patrolman is found off his work or the highway inspector is inattentive to his duties, they are promptly discharged.

Accurate accounts are kept by means of distribution tables on the back of each voucher and pay-roll of the cost of the various classes of work performed on each road. The average cost of maintaining and renewing in the various items covered by this distribution such as road surface "patrol," "Guard-rail," "culverts," "oiling," etc., based on a record covering a number of years, will eventually be available.

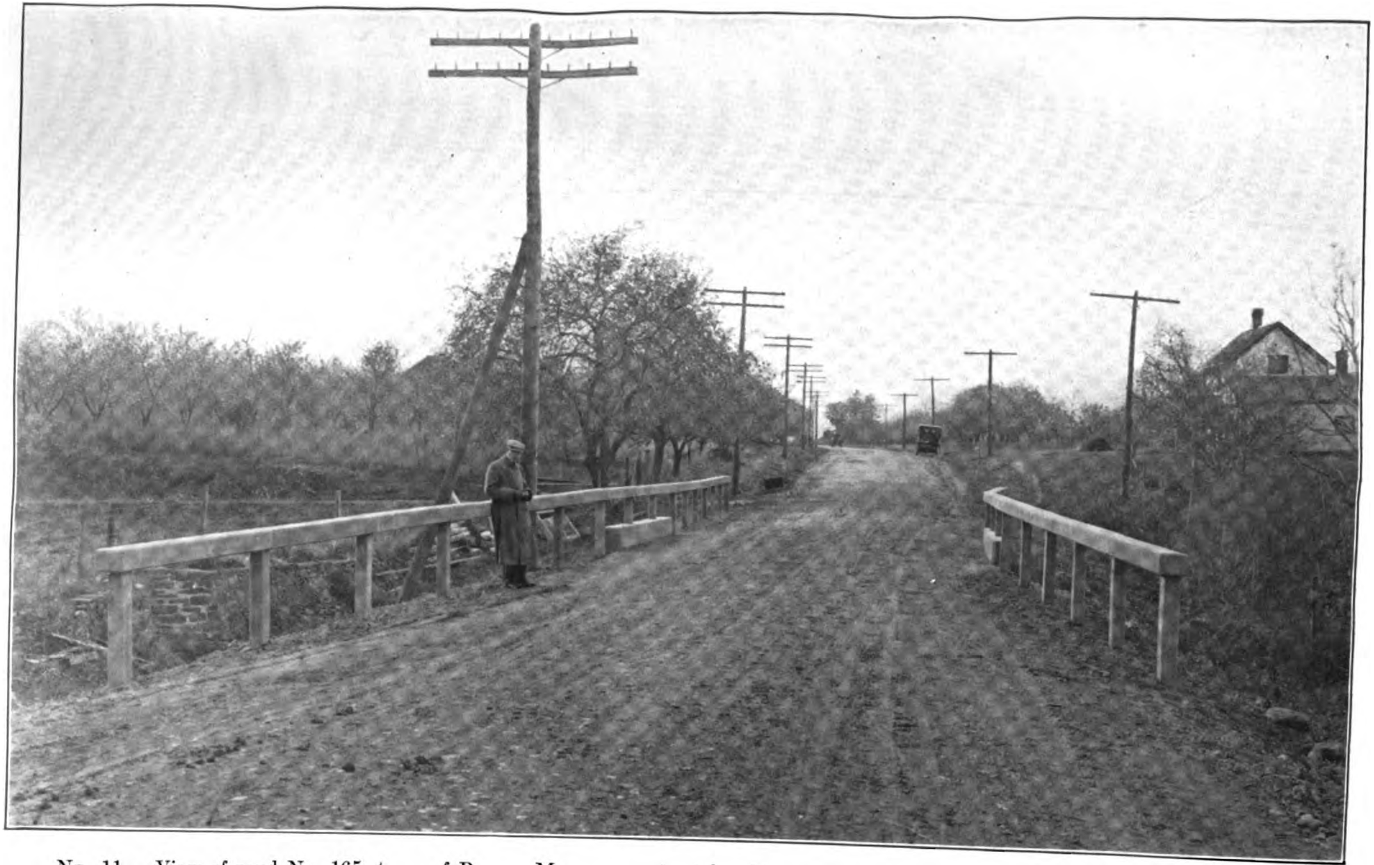
GUARD-RAIL.

The proper maintenance and repair of guard-rail is a rather serious proposition. A large amount of money has been expended during the past season in rebuilding and repainting guard-rail. In order to serve its purpose and protect the traveling public from danger, the guard-rail should be in sound condition. It is also necessary for the looks of the road that it should present a neat and uniform appearance.

The weakest part of the guard-rail as built under the present standard is the posts which rot off below the ground line, causing the guard-rail to become insecure and to lose its alignment, thus presenting a very bad appearance.

Assuming that a wooden guard-rail will last eight years, the depreciation charge is approximately 3 cents per foot per year. Adding to this the necessary cost of painting and straightening of 3 cents per year, we would have an annual cost of 6 cents per foot per year for wooden guard-rail. On January 1, 1910, there was 1,383,220 feet of guard-rail in the State. The annual cost of maintenance of this guard-rail at the above figure would be $82,993 per year. It must be borne in mind that this item is constantly increasing with every new road which is being built. Assuming that the ratio of number of feet of guard-rail built to the mileage constructed will be maintained with the balance of the highways constructed from funds under the fifty million dollar appropriation and assuming the above figure of annual cost per foot, we would have an annual cost of the maintenance and guard-rail on a total of 7,500 miles of $290,425. A number of thousand feet of guard-rail have been removed during the past year and the slopes filled out so that the points from which it was removed were not dangerous to the traveling public.

Assuming that the above figure of 6 cents per foot per year is correct for the annual cost of such guard-rail, $1.25 per foot could be expended in eliminating this guard-rail and the cost to the State eventually would be less. If some form of concrete or pipe rail or even the guard-rail with concrete posts could be substituted for



No. 11.— View of road No. 165, town of Parma, Monroe county, taken November 23, 1910, showing an improvement made in the state road in 1910 by raising the retaining walls and filling up the shoulders and the erection of the reinforced concrete guard rail. This also shows condition of the road after oiling.

the present standard form of guard-rail, the annual cost of this item could be materially lessened.

During the past year experimental work has been carried on under the direction of Frank W. Bristow, Superintendent of Repairs in Division 5, and John Y. McClintock, county engineer, Monroe county, and a report of County Engineer McClintock follows:

REPORT ON THE REINFORCED CONCRETE GUARD-RAIL AS CONSTRUCTED IN MONROE COUNTY, N. Y.

Hon. H. K. BISHOP, *Deputy Commissioner:*

DEAR SIR.— Under your direction we have made 1,233 lineal fet of steel-concrete guard-rail, with necessary steel-concrete posts. The cost of manufacture was as follows:

		Per lineal foot.
Lumber	$32 46	$0.026
Steel	139 64	0.114
Cement	57 62	0.046
Gravel	10 00	0.008
Metal cores	77 00	0.063
Labor	231 83	0.188
Miscellaneous	5 35	0.004
	$553 90	$0.449

From our experience I estimate the following as the fair cost when making not less than 128 lineal feet of rail and 16 posts per day, with metal cores and wooden forms already paid for:

	Per lineal foot, including rail and one post for each 8 feet.
Foreman	$0 03
Steel	08
Cement	05
Gravel	01
Labor	09
Tools, etc	01
	$0 27

DESCRIPTION OF GUARD-RAIL.

The bars are made 8 feet long, except end bars, which are 8½ feet long. They are 9 inches wide by 7 inches high, and are cored out from below to leave concrete 2 inches thick, and 3 cross diaphragms connecting the sides and top, placed one at center and one 4 inches back from each end. The steel reinforcement consists of 4 bars ⅜-inch square placed horizontal at each corner, and a loop of same size at and in each diaphragm. It is expected to sustain without breaking 6 tons pressure concentrated at center, acting either vertically or horizontally. The bars rest on top of the posts without any fastening, while the sides and diaphragms form sockets inclosing the head of the posts, which prevent their being shoved off either sideways or endways, and the weight of the bar, about 300 pounds, holds it firmly on the posts.

The posts are 6½ feet long by 5 inches by 7 inches square, with four ⅜-inch square bars, one in each corner. The posts are set 3½ feet in the ground, making the finished guard-rail 3 feet 2 inches high.

We have already set 216 lineal feet on Ridge road No. 6 in Greece at Sta. 29 — 800, 266 feet on Ridge road No. 165 in Parma, 50 feet on Winton road south in Brighton, and have made 640 feet for East Henrietta road No. 494, a county highway, which was ordered by the division engineer.

COST OF SETTING GUARD-RAIL.

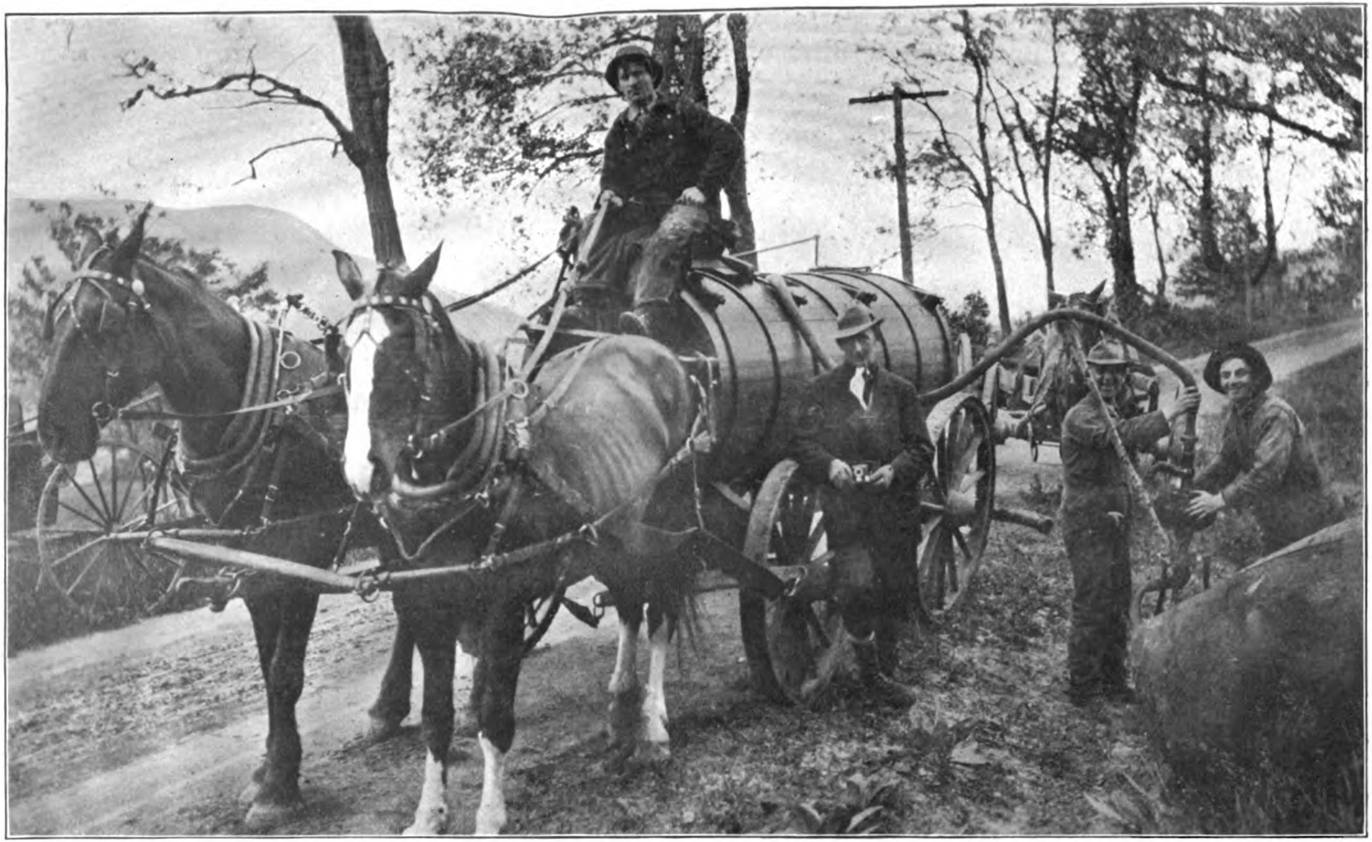
Six men working 4 hours dug and set 11 posts, without post augur, and fitted and put up 12 rails, which figures 6 cents per lineal foot.

Six men working 9 hours dug and set 21 posts, without post augur, and set on 20 rails, which figures 7½ cents per lineal foot.

My conclusion is that, under ordinary conditions, the guard-rail can be made and erected for 50 cents per lineal foot.

ADVANTAGES OF STEEL-CONCRETE GUARD-RAIL.

1. It can be made with local labor and material.
2. Its cost is not prohibitive.
3. It will be practically permanent.
4. It will not require periodical painting.



No. 13.— View showing the apparatus for applying glutrin on road No. 651, town of Ausable, Clinton county. View taken on June 1, 1910, during the third application to this road. Complete apparatus used for this work is shown in this view.

5. It will not be injured when thrown out of line by frost or settlement.

6. It will not be borrowed for repairing rigs.

7. It will not be broken by a blow.

8. It will not permit a vehicle to go through it.

9. It will not let the machine follow the person who may be thrown over the bank.

10. It will add to the comfort and safety of travelers.

11. It will be effective at all times and will save claims for damages.

12. It will not burn up in grass fires.

13. The posts will have to be put into ground the required depth.

14. It will be cheaper than a wooden rail in a short term of years.

15. This rail, once set, may be rightly classed as a permanent improvement.

J. Y. McCLINTOCK,
County Superintendent.

EXPERIMENTAL WORK.

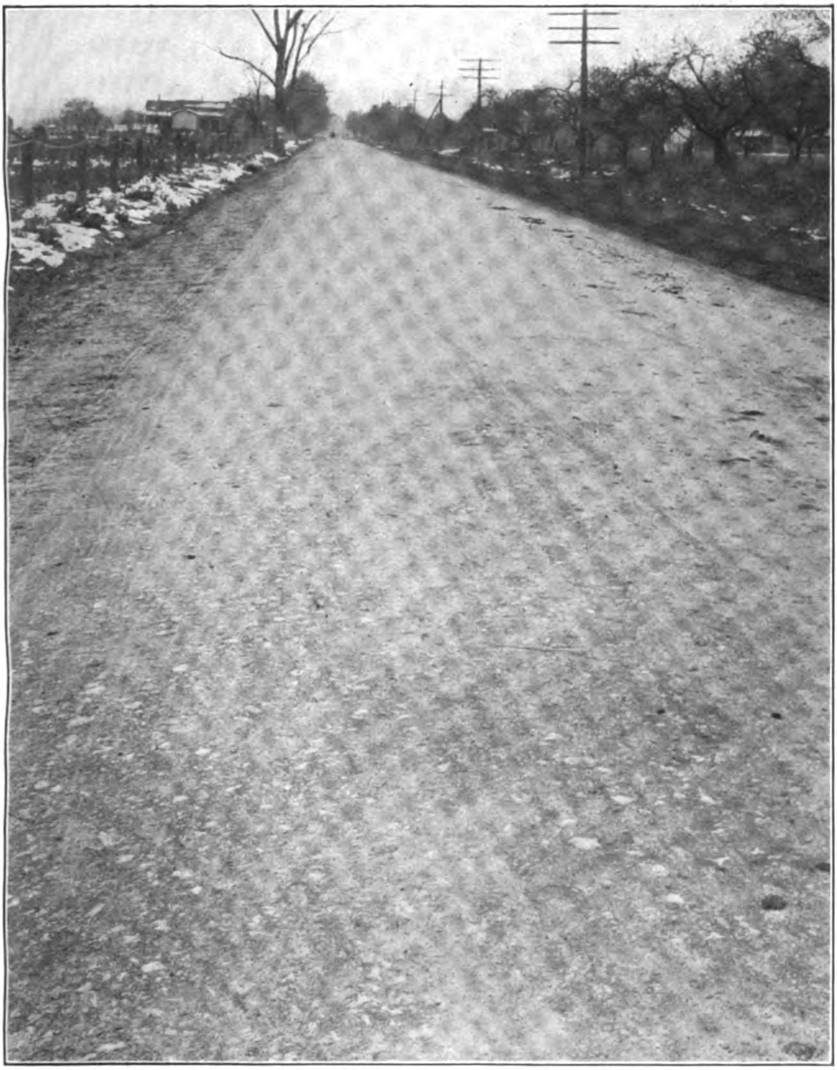
Experimental work has been continued during the season of 1910. A brief description of this experimental work is set forth in the following:

Glutrin.

Road No. 651, Clinton county, running from Keeseville to Clintonville was retreated with glutrin this year. Several other roads in various sections of the State were also treated with glutrin under the direction of the Robeson Process Company, of Ausable Forks. A foreman with experience in this class of work was placed in charge of this work and under the direction of the Robeson Process Company, who furnished the material. Several macadam roads which were built of stone of a soft nature were treated, also several roads built of gravel. The treatment seemed to be much more effective on gravel roads than on stone roads. Roads treated with glutrin in the manner in which they were treated by the Robeson Process Company, are not dustless but the material seems to have the effect of hardening the road to a considerable extent and roads so treated give no indications of ravel. The results of this treatment will be closely watched next year.

THE USE OF DRY GRANULATED CALCIUM CHLORIDE.

This material has been used on a number of the roads throughout the State in different localities during the past two seasons. The material is furnished by the Solvay Process Company, of Syracuse, N. Y., and is shipped in steel drums weighing approximately 375 pounds. The material is used to apply on a road which is in fairly good condition and serves as a dust preventative and to a certain extent a road preservative. Usually about three applications of this material are required. Calcium Chloride should be uniformly distributed over the surface by means of some sort of a mechanical spreader to get the best results. The Solvay Process Company are planning to build a machine for spreading dry calcium chloride which will apply any quantity desired per square yard. It will be mounted on two wheels and attached behind an ordinary wagon or work cart. The hopper of the machine will hold the contents of two drums equal to 750 pounds and six drums could be carried on a wagon equal to 2,250 pounds, a total amount of 3,000 pounds. The machine spreads a width of five feet. Other machines have been used by the department during the past year for this purpose and have been constructed by various manufacturers of farm implements and consist of a two-wheel conveyance on the axle of which is mounted a box provided with a slot. This box can be filled with the dry calcium chloride and allowed to run out through the slot covering the road in a uniform manner. The dry calcium chloride can be spread by hand if desired, but it is much more desirable to spread it by machine and thus secure a more uniform distribution. The price of dry granulated calcium chloride at the Solvay Process Company is $13 per ton of 2,000 pounds packed in steel drums each weighing 375 pounds net. The freight from Syracuse to various points in New York State varies from 3½ to 8½ cents per 100 pounds amounting to from 70 cents to $1.70 per ton, making the average cost of the material delivered about $14.25 per ton of 2,000 pounds. The amount to be applied



No. 14.— View of the experimental Rocmac pavement laid on road No. 83, town of Gates, Monroe county. Photo taken November 21 1910.

on the first application should be approximately one pound per square yard of surface covered. The two succeeding applications should be at the rate of about ¾ of a pound per square yard of surface covered. The material is usually applied to a width of about 10 feet. Inasmuch as the work of applying material is usually done by the patrolmen with very little additional help, the cost of this treatment would be approximately $125 a mile for three treatments. Some roads may not require more than two applications, but as a general thing three applications at least are desirable during the season. The material will be more effective if applied shortly after a rain while the ground is still damp and free from dust. If a road is covered with from one to two inches of dust, it might require a larger amount per mile to allay the dust, but if the road is treated after a rain has washed away the loose particles and packed down the remaining dust in a firm layer, the application of the amount mentioned should be successful. In case calcium chloride is applied by other labor than that of the patrolmen, it would add a small amount to the cost per mile for labor. This amount should not exceed $10 or $15 per mile. While this treatment cannot be recommended to build up a road which is worn out, it has proven very satisfactory on the part of roads which were in good condition and simply required a dust allayer and sufficient moisture in the road to keep it from ravelling and wearing too rapidly.

THE EXPERIMENTAL PAVEMENT ACCORDING TO THE ROCMAC SYSTEM AS LAID OVER THE WESTERLY PORTION OF BUFFALO ROAD, SECTION NO. 2, COUNTY HIGHWAY NO. 83, LOCATED IN THE TOWN OF GATES, COUNTY OF MONROE, NEW YORK.

Road No. 83 was completed and accepted November 3, 1902, being constructed of two courses of water bound macadam, the bottom course four inches and the top course two inches rolled thickness, all local limestone. The width of macadam being 16 feet, and the original cost per mile complete being $8,178.

This road is probably the most important road entering the city of Rochester from the west, the traffic consisting of heavy market trucking and motor traffic. The Traffic Census Report covering four days during September and October, 1909, as published in the annual report for that year gives a daily average of traffic units multiplied by relative weights, horse drawn vehicles 643, motor vehicles 169, the census being taken between the hours of 7 A. M and 6 P. M.

At the beginning of the season of 1910 the westerly portion of this road was worn to such an extent as to require resurfacing, the top course being entirely gone, no crown, uneven and full of depressions. The best information is that this portion of the road had never had extensive repairs since construction.

The Rocmac System of paving being brought to the attention of the Highway Department, it was decided during May, 1910, to lay it as an experimental section of resurfacing on the existing worn out foundation, locating the work commencing at the Coldwater Road Station 237 and running westerly about a mile, the Department providing $6,600 to cover the expense for necessary labor and material.

The Rocmac system differs from ordinary macadam construction in that the aggregate of crushed stone is cemented together by a matrix composed of limestone dust (as rich as possible in carbonate of lime, mixed with a solution of silicate of soda and sugar, the silicate of soda combining with the carbonate of lime, an unstable compound, forming silicate of lime which is a very stable compound.

The materials used in this experiment were LeRoy limestone flour for the matrix, being the entire crusher product which would pass a screen of ¼-inch mesh, and Akron limestone No. 3 size with some No. 4 size mixed for the aggregate. The No. 3 size being retained on a screen of 1¼-inch mesh and passing a screen of 2-inch mesh. The No. 4 size being retained on a screen of 2-inch mesh and passing a screen of 3½-inch mesh.

The delivery point for material shipped by rail being Coldwater Station, a dead haul of one mile to the beginning of the work.

The supervision given this work consisted of occasional inspections by the division superintendent of repairs and the inspector in charge of this section, neither of whom could devote much time to this particular work without interfering with other duties. Had the work been constantly directed by a competent foreman more progress would have been made and the cost probably would have been decreased.

The method pursued during the laying of this surface was to scarify by hand the original foundation course removing all loose material by brooming, upon this prepared foundation to spread the matrix composed of limestone dust and solution, to an average depth of about two inches, upon this spread the crushed limestone aggregate to such a depth as would give finished rolled thickness averaging about 3¾ inches when properly crowned, then rolling same until thoroughly consolidated and continuing rolling and sprinkling with water by hand until the matrix which flushed to the surface in the form of grout has nearly disappeared, when the pavement is covered with a light coat of screenings and considered complete.

The total length of this resurfacing extending from station 237 to station 275+76 is 3,876 lineal feet, aggregating an area of 6,890 square yards surface upon which was used 1,094 tons of No. 3 and No. 4 crushed limestone, 520 tons of limestone flour and 4,050 gallons of silicate of soda solution.

Deducting from total expenditure materials not used and expense of labor trimming shoulders and ditching would leave total cost of this resurfacing including all material and labor necessary to form pavement complete in place $6,400.82 or $0.9288 per square yard.

This expense is itemized as follows:

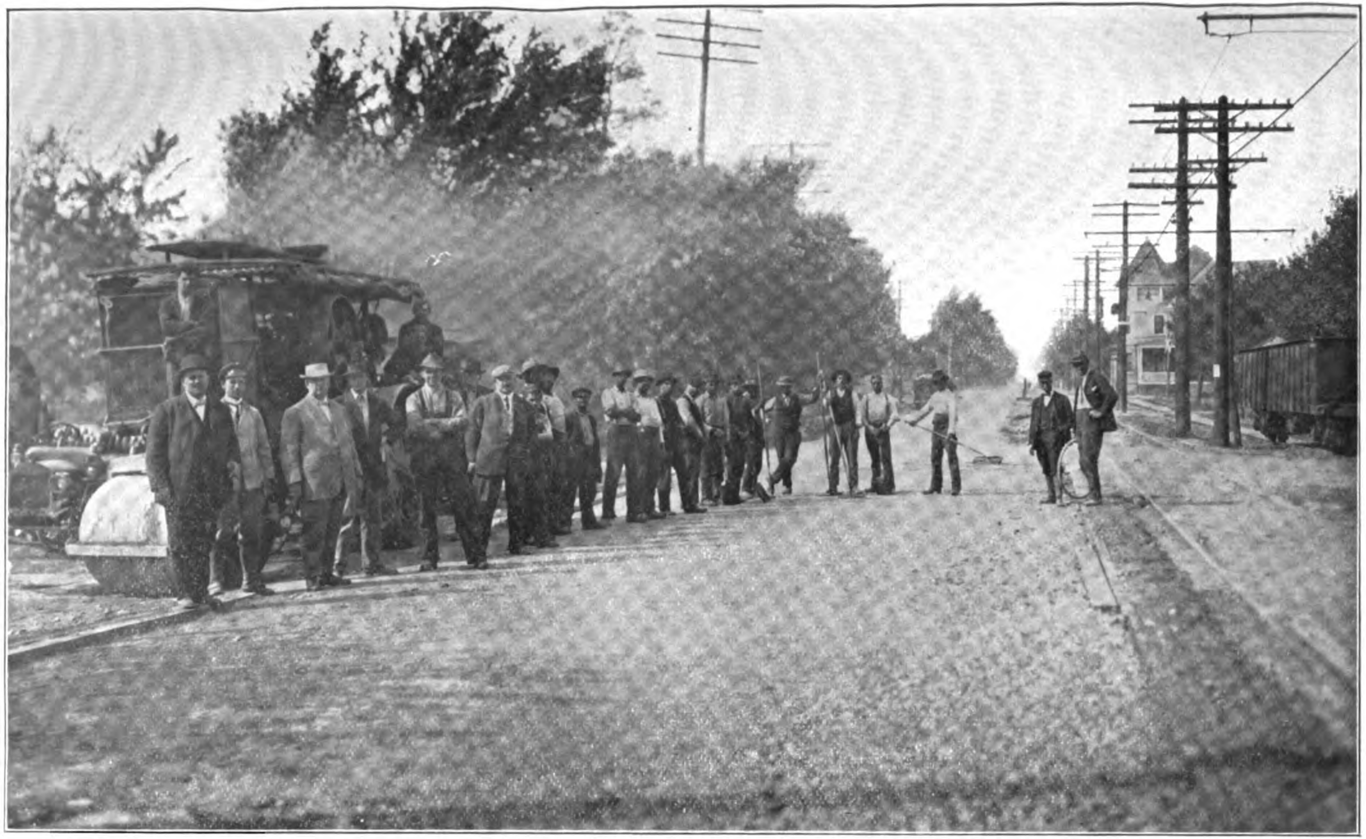
Item.	Total.	Per sq. yd.
Cost of stone, f. o. b. cars delivery point.	$2,026 59	$0.2941
Cost of Rocmac solution	617 28	0.0896
Cost of teams hauling stone, solution water and coal	1,408 79	0.2044
Freight and duty on solution..........	408 61	0.0593
Roller and coal	547 28	0.0794
Labor	1,341 64	0.1947
Tools, tank, blacksmith, oil and wood...	50 63	0.0074
Total	$6,400 82	$0.9288

The total labor cost as tabulated above may be divided into items as follows:

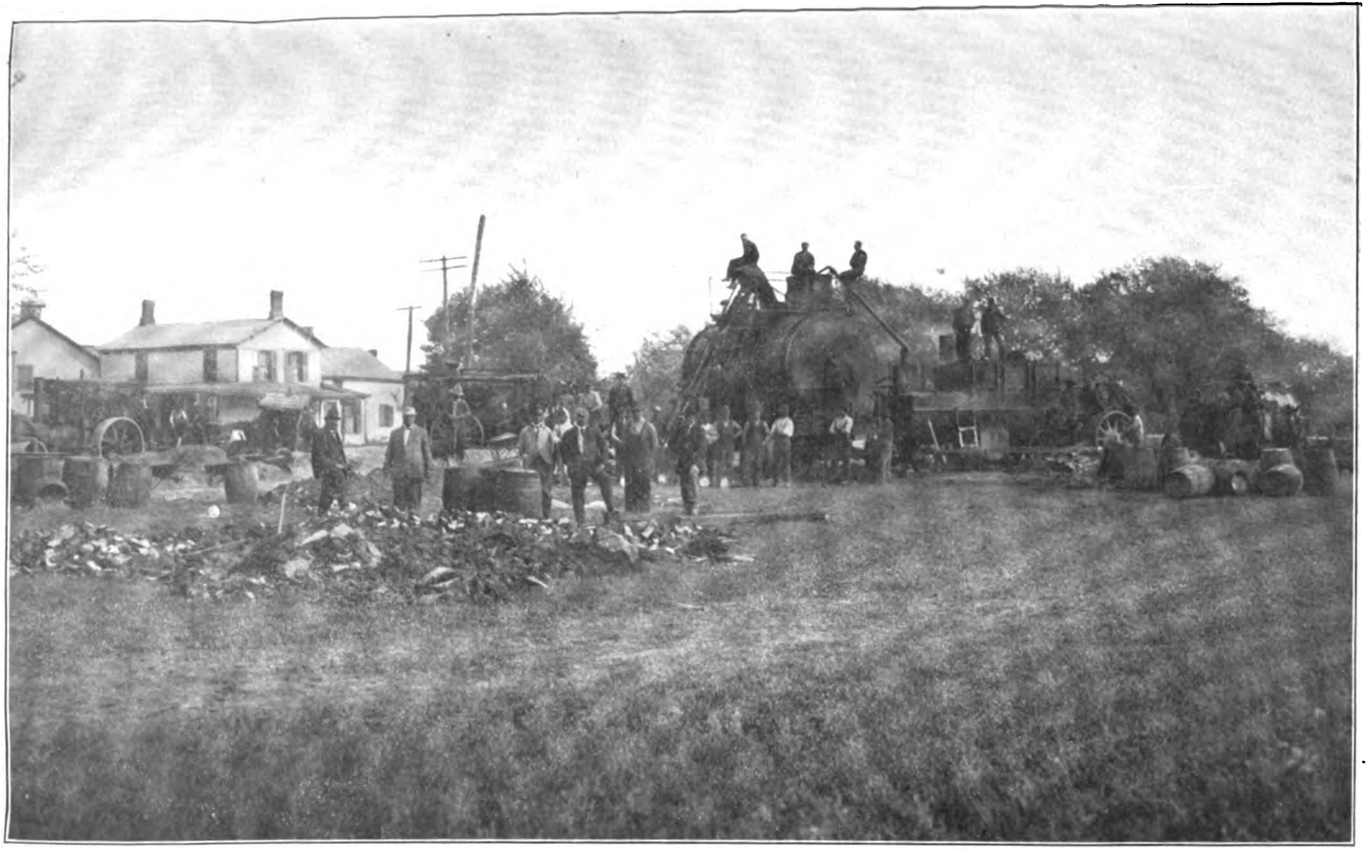
Item.	Total.	Per sq. yd.
Labor, scarifying and preparing foundation	$165 70	$0.0241
Labor, mixing matrix and spreading same	340 10	0.0494
Labor, spreading aggregate and sprinkling same	612 87	0.0889
Labor, general expense, supervision and timekeeper	204 15	0.0296
Labor, rehandling wrongly placed and unused stone	18 82	0.0027
Total labor	$1,341 64	$0.1947

The quantities of stone used, assuming average weight per cubic yard to be 2,300 pounds, would be 452.2 cubic yards of dust, which would spread uniformly over the entire area to a depth of 0.197 feet, loose measurement, and 951.3 cubic yards of No. 3 and No. 4 stone which would spread uniformly over the entire area 0.414 feet loose measurement, equivalent to a consolidated average depth of 0.31 feet of finished pavement; as the foundation was flat and the finished surface has about a 4-inch crown the probable finished depths are 0.477 at center and 0.144 at the edge of the pavement.

The first shipment of solution amounting to 1,755 gallons was furnished gratis at Woodstock, Ont. Extending this at $0.25 the price per gallon paid for the balance would add $438.75. However, as no deduction has been made for the freight and duty paid on the unused solution which would approximate $85. If the first shipment of solution had been paid for it would have caused a net increase cost of $0.0513 per square yard surface, bringing total cost of completed surface to $0.98 per square yard. The average price paid per ton for all stone f. o. b. cars at delivery point is $1.25½; price paid per hour for labor $0.22; for teams $0.56¼ per hour; roller rent $10 per day.



No. 15.— View of Monroe avenue, Road No. 94, town of Brighton, Monroe county, showing the construction of asphalt macadam pavement by the mixing method. View taken just prior to completing the work and shows the prepared macadam surface and plank edging in the foreground and the completed pavement in the background.



No. 16.— View of the mixing plant as set up for the improvement of Monroe avenue, road No. 94, town of Brighton, Monroe county, batch mixer with elevator in front and asphalt heating tank in rear with pipe leading to small tank on top of mixer. This heating tank is pumped by small pump on top of heating tank into this small tank

During the progress of this resurfacing traffic was not interfered with at all, all traffic being permitted to go over the work in whatever stage of progress. This is an advantage worthy of consideration.

The finished surface after five months' traffic has the appearance of a well constructed macadam road, being hard, smooth, well bound and clean, no discoloration being apparent except immediately after a rain when it shows light brown in spots, due to the solution, which being soluble in water comes to the surface.

No ravel developed during continued dry weather when freshly laid and under traffic, road is relatively dustless, this, however, depends upon the percentage of silica in the stone used. The theory being that whenever the pavement becomes wet the solution is brought to the surface, resulting in absorbing and hardening down any fine material which had been produced by the abrasion of tires.

It can be laid in all excepting freezing weather and while smooth yet it is sufficiently rough to afford good footing for horses and rubber tires. There is nothing entering into the construction to soften under high temperature and nothing to form mud in wet weather. It is claimed to be self-healing, due to continual chemical reactions taking place whenever the road becomes wet.

EXPERIMENTAL PAVEMENT ACCORDING TO THE MIXING METHOD AS LAID OVER THE WESTERLY PORTION OF THE MONROE AVENUE ROAD NO. 94, IN THE TOWN OF BRIGHTON, MONROE COUNTY, N. Y.

On this road from the city line of Rochester easterly to the Twelve Corners, a distance of approximately one mile, an asphalt pavement sixteen feet wide was laid by two local city contractors — Whitmore, Rauber & Vicinus laying the half-mile adjoining the city, and Julius Friedrich Company the eastern half-mile.

The old macadam was cleaned and lightly scarified. The loosened material was used to bring road to proper crown and grade and where necessary No. 2 stone was added. After the road was properly shaped it was rolled until firm. The prepared base served the purpose of the usual concrete foundation. Whitmore, Rauber & Vicinus laid a one-inch binder course upon this base, and then two inches of asphalt surfacing. The binder and asphalt were mixed at their plant in the city and hauled to the work, a distance of three miles. The binder course consisted of No. 2 stone heavily coated with tar at the mixing plant and spread upon the road while hot, and rolled.

After laying the binder, two-inch planks were placed along each edge of the sixteen-foot width, and securely fastened in place to act as a guide in spreading the asphalt and to form a firm shoulder during the rolling.

The asphalt surfacing was mixed in batches consisting of 500 lbs. of sand, 300 lbs. of dustless screenings, and 88 lbs. of Trinidad asphalt. The sand and screenings were mixed together and heated to 290° F., then the asphalt added at a temperature of 300° F., and the whole mixed for about three minutes, after which it was loaded into dump wagons, hauled to the work and spread at about 250° F. It was then rolled, first with a three-ton tandem roller and later with a nine-ton tandem roller. After the rolling was finished, dry cement was broomed over the surface.

After the pavement was finished, the two-inch planks were removed and the shoulders trimmed, graveled and rolled.

Julius Friedrich Company laid their two-inch asphalt surfacing directly upon the prepared base, using two-inch planks as noted above.

The asphalt surfacing was mixed in a portable mixing plant stationed at one end of their work. This plant consisted of a double batch mixer and an asphalt heating tank. A batch consisted of 2,070 lbs. of sand, 1,035 lbs. of dustless screenings, 945 lbs. of stone dust, and 450 lbs. of California asphalt.

The sand, dust and dustless screenings were mixed together until perfectly dry, which generally took from ten to fifteen minutes, the mixing drums being heated by hot air, then the asphalt was added and the whole mixed for fifteen minutes at a temperature of 275° F. As the haul was very short, the material was spread at about that temperature. It was then rolled immediately with a ten-ton tandem roller and dry cement broomed over the surface. The shoulders were trimmed and graveled as noted above.

The Julius Friedrich Company claim that their pavement is superior in that the greater amount of stone and stone dust used gives increased wear and that the asphalt is not burned or overheated in the mixing, due to the heating tank being heated by steam coils and the mixing drums by hot air heated over a crude oil flame. Also, that their portable plant reduces haul of material to road and consequent loss of temperature.

The price of $1.24 per square yard, which the contractors received, included all material and labor required to prepare the macadam base, lay the asphalt surface, gravel the shoulders and maintain the asphalt surfacing for five years. The amount of work was so small that there was no profit for the contractors.

EXPERIMENTAL PAVEMENT OF KENTUCKY ROCK ASPHALT AND AMIESITE AS LAID ON THE EAST AVENUE ROAD NO. 5, TOWN OF BRIGHTON, MONROE COUNTY, N. Y.

This road extends from the city line of Rochester easterly to the Fairport Road No. 60, a distance of 2.45 miles. It was resurfaced with Kentucky Rock asphalt and Amiesite.

The rock asphalt was laid on the 1.34 miles adjoining the city and is sixteen feet wide. The old macadam surface was swept clean and all deep depressions filled with stone and rolled, after which No. 3 limestone was spread 2½ inches thick and rolled lightly. The rock asphalt, which lay in piles on the side of the road, was passed through a disintegrator and spread from wheelbarrows on the stone to a depth of about 1½ inches, using 84 pounds of rock asphalt per square yard. After being spread, the rock asphalt was thoroughly rolled with a five-ton tandem roller. For several days it was rolled a little each day and then opened to traffic. For some time after being opened to traffic the rock asphalt was rolled a little each day until it became hard and firm.

The amiesite was laid on the east 1.11 miles of this road, and is mostly 12 feet wide. The old surface was swept and deep depressions repaired as noted above.

The amiesite was then spread 4 inches thick and rolled with a ten-ton roller to 3 inches in thickness. After being thoroughly rolled, a thin coating of amiesite screening was spread and rolled into the surface. Traffic was diverted where convenient around the part being laid each day, but at times was allowed to pass through the freshly laid amiesite, as a small amount of traffic has hardly any effect upon it.

Amiesite is a patented material made of crushed trap rock, coated with an asphaltic cement at the mixing plant, and is shipped cold, in a friable and granular condition ready for immediate use, but can not be applied to a wet surface, nor will it bind with dirt.

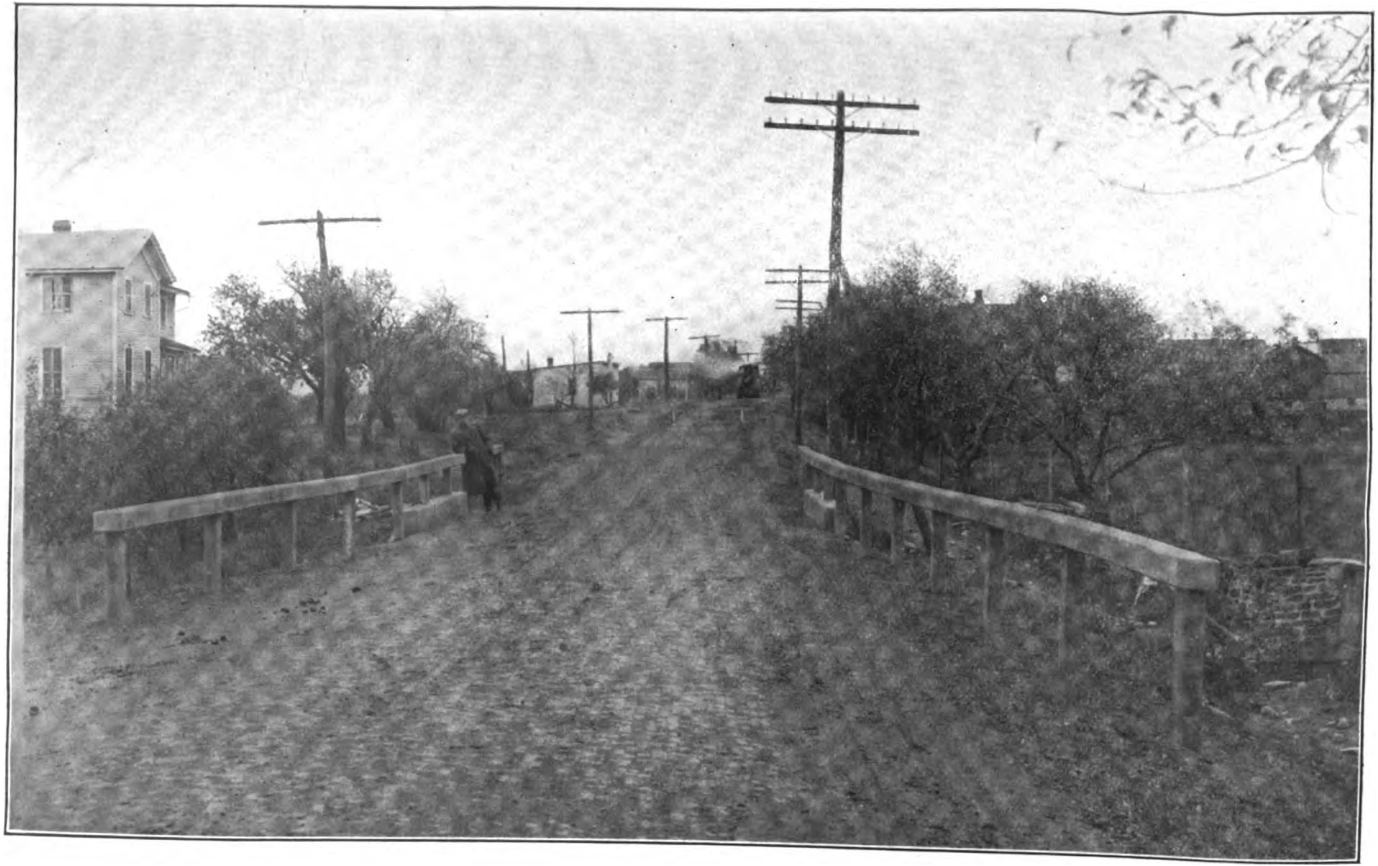
The rock asphalt surfacing costs 75 cents per square yard and the amiesite $1 per square yard.

EXPERIMENTAL PAVEMENT LAID ACCORDING TO THE HASSAM IDEA ON ROAD NO. 142, ULSTER COUNTY, N. Y.

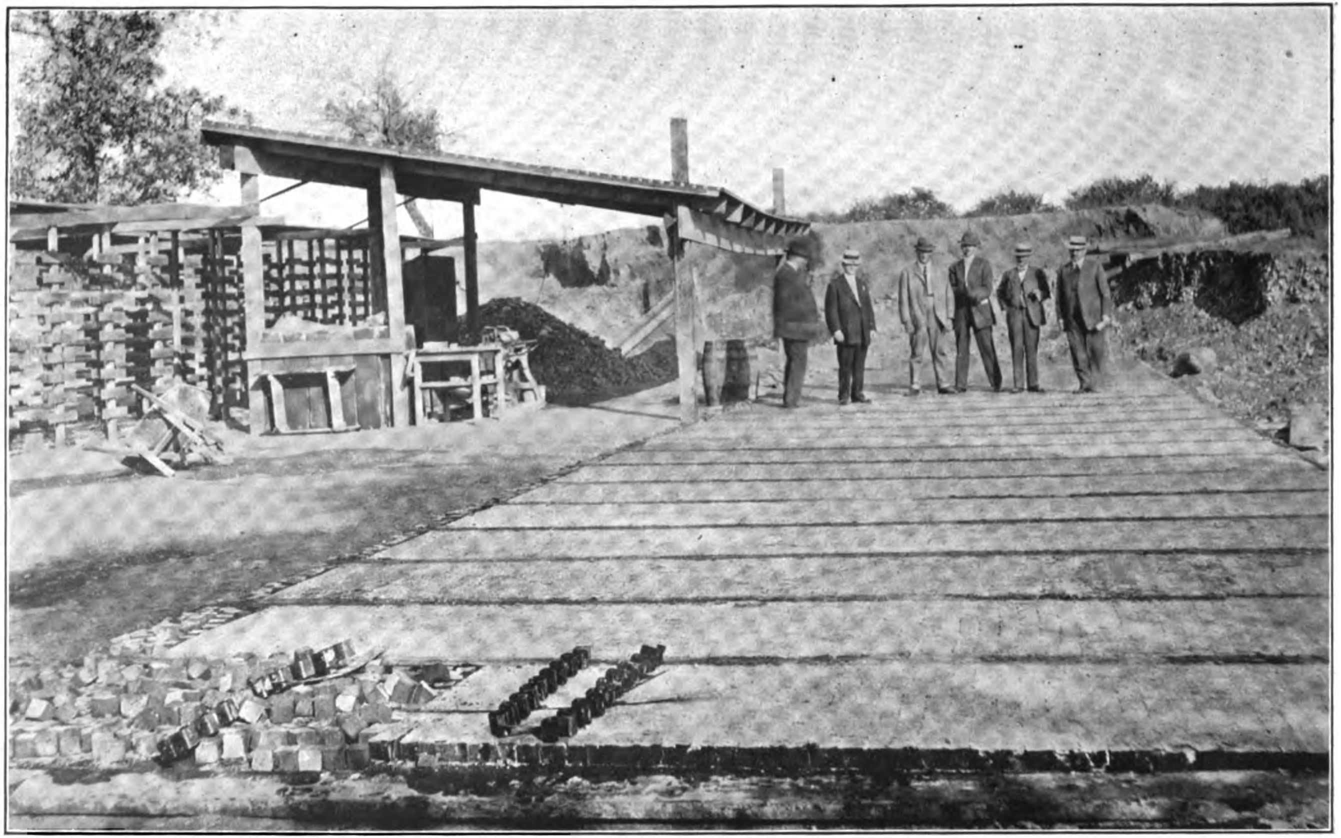
Road No. 142 is a macadam road 14 feet wide and had originally a thickness of eight inches of metal. It is subject to a heavy daily traffic of three and four-horse terms drawing flagstones from the quarries west of Saugerties to the Saugerties dock. This traffic had worn the road so that in places the crown had entirely disappeared and in others the road was very rough and uneven.

It was necessary to reshape the road and it was deemed advisable to provide a more durable wearing surface than had been there previously. To attain this result one-half mile of Hassam pavement 16 feet wide was built on this road, the eastern end of the pavement being at the corporation line of the village of Saugerties. The method of construction was as follows:

The old macadam surface was spiked with a steam roller and further loosened with hand picks and four inches of stone removed from the edges, thus reshaping the surface so as to have a four-inch crown at the center. During this excavating the stone in the subgrade was disturbed as little as possible and the surface then rolled with a ten-ton roller. On the line of this shoulder six-inch boards were placed and the excavated material



No. 17.— View of Ridge road No. 6, town of Greece, Monroe county, photo taken November 23, 1910, showing west end of McClintock cube pavement. In immediate foreground is shown macadam placed at end of the cube pavement to connect with old surface. The cubes seen are made of cement, concrete with one and one-half inch wide trap rock enclosed, and they have not been rolled yet. Beyond these the filler is just being put on.



No. 17-A.— View showing cube factory on Ridge road No. 6, town of Greece, Monroe county, view taken June 22, 1910. 29,500 cubes laying on platform in molds ready to be taken out. Cube machine with capacity of 30,000 cubes per day under shed. Good Roads Committee of Board of Supervisors of Monroe county inspecting.

was placed on shoulders, raising same about two inches and widening out the old shoulder.

On this prepared subgrade was spread about eight inches of two-inch stone, which was thoroughly rolled and brought to a uniform surface six inches above the subgrade. It was then grouted by the Hassam grout mixer with a mixture of Portland cement, sand and water; mixed in the proportions of two (2) bags of cement to two (2) bags of sand and about twenty (20) gallons of water.

The grout was flowed in until all voids were filled and the grout flushed to the surface. Immediately after the grouting the road was again rolled with the steam roller to insure the filling in of all voids and the flushing to the surface of the grout. After this rolling, the surface was swept with heavy brooms to remove all surplus grout. The road was then left for a week without travel so that the cement would set.

The mixer used was a double batch mixer, so constructed that one batch is being mixed while the other batch is being delivered. The mixer is mounted on wheels, is operated by a gasolene engine which mixes the ingredients and also propels the mixer along the road. The mixed is propelled over the stone on planks which will act as a runway The grout was delivered through a pipe about eight (8) feet long which delivered the grout directly on the surface of the stone. The end of this pipe was moved about by hand.

The photograph shows the mixing machine at work where the stone has been spread. The sand and cement in bags on one side of the road, the plank runway and the steam roller rolling the completed work behind the mixer.

One patch of the grout as described above, covered from 1.4 to 1.6 square yards of pavement. The pavement was laid by the Connecticut Hassam Pavement Company of New Haven, Conn. and cost the State $1.50 per square yard.

The stone used was a hard limestone. No expansion joints were laid but during the colder fall weather cracks across the road appeared every 50 or 100 feet. These will probably largely disappear during the heat of summer.

The road surface is hard, has a tendency to become smooth and slippery and is not entirely dustless, but so far as can be determined, considering the short time the pavement has been down, it seems suitable for such heavy wagon traffic, as that to which this road is subjected.

DESCRIPTION OF THE CONTINUATION OF THE EXPERIMENT OF CONCRETE CUBE PAVEMENT BY JOHN Y. McCLINTOCK, COUNTY ENGINEER, MONROE COUNTY.

The two-inch cube pavement still continues to show promise of being a valuable addition to the art of road building.

Small pieces which have been laid for two years and more, under different conditions of traffic, remain in good condition. These are on the West Side boulevard at Latta road in Greece, on Reservoir avenue in Rochester, and on Penfield county road east of the village.

The stretch of road 1,600 feet long with cement gravel concrete cubes and 200 feet of vitrified shale cubes, laid on Ridge Road No. 6 in the town of Greece, in 1909, has remained in perfect condition, without any work whatever being done on it, and does not show any appreciable wear.

The town authorities of Greece have used the cubes for a pavement on two concrete bridges, and the town superintendent of Gates has used a few thousand for cross-walks on the Buffalo Road No. 82.

The following is a statement of the work done on Ridge Road No. 6, in Greece, during 1910:

A small gang of local men and boys put up the cube factory in a gravel pit alongside of the road, and made molds from hoop steel for 30,000 cubes, with which and the cube machine used the year before, they made

With machine	386,022 cubes
With molds	1,146,218 cubes
Total	1,532,240 cubes

of which 38,850 were made with crushed granite, and 44,400 with 1½-inch fragments of trap rock. In addition to these, the Standard Sewer Pipe Company made 400,000 cubes from local and New Jersey clays and coal ashes.

The same local gang, after completion of cube making, smoothed up the old surface of the road, which consisted of a 4-inch Medina sandstone bottom course, with a layer of fine gravel, averaging 7/10 of an inch thick, although varying from nothing to 2 or more inches. On this the cubes were set by hand, and the joints thoroughly filled with a fine loamy sand from the cover of the gravel pit. The amount of filler used was equal to a layer of 54/100 of an inch thick over the surface of the cubes.

The width of the old foundation course is 16 feet. The cube pavement was laid 14 feet wide, and beyond this the shoulders were covered with broken stone and very coarse gravel 4 feet wide on each side, with an average thickness of 2 inches, and thoroughly rolled so that the effective width of the roadway is 22 feet and upward.

Work was begun on May 19th and closed on November 25th.

The pavement laid was as follows:

	Sq. yds.		Lin. ft.
Cement concrete cubes	5,990	=	3,850
Ash-clay cubes	1,688	=	1,085
Total laid in 1910	7,678	=	4,935
Cement concrete cubes, 1909	2,652	=	1,600
Vit. shale cubes, 1909	331	=	190
Total length	10,661	=	6,725

Stone and gravel shoulders, 5,980 square yards.

The following is a more particular description of the pavement, beginning at east end:

	Lin. ft.
1. Cement gravel cubes made in molds, 1910........	1,250
2. Ash-clay cubes from 3d kiln, 1910...............	362
3. Ash-clay cubes from 2d kiln, 1910...............	362
4. Ash-clay cubes from 1st kiln, 1910..............	361

	Lin ft.
5. Pennsylvania shale cubes laid in 1909 on which there is for 100 feet a sunken concrete curb on each side	190
6. Cement gravel cubes laid in 1909 filled with fine loamy sand	1,430
7. Cement gravel cubes laid in 1909 filled with fine loamy sand and sprinkled with 60 per cent. asphaltic road oil	70
8. Cement gravel cubes laid in 1909 and grouted with Portland sement and sand	100
9. Cement gravel cubes made with machine, 1910	1,750
10. Cement gravel cubes made with mold, 1910	625
11. Cement and crushed granite cubes made, 1910	105
12. Cement, sand and 1½-inch trap rock made, 1910	120
Total	6,725

Cost of Cement Cubes per Square Yard Laid in 1910.

Lumber	$130.05 ÷ 5,990 =	$0.022
Steel	142.56 ÷ 5,990 =	0.024
Water	60.00 ÷ 5,990 =	0.010
Labor	149.20 ÷ 5,990 =	0.025
Carting	20.00 ÷ 5,990 =	0.003
Miscellaneous	24.22 ÷ 5,990 =	0.004
Hardware	54.62 ÷ 5,990 =	.009
Cost of factory		$0.097
Cement	$649.80 ÷ 5,990 =	$0.108
Carting	87.10 ÷ 5,990 =	0.014
Gravel	142.00 ÷ 5,990 =	0.024
Labor	978.08 ÷ 5,990 =	0.164
Oil for molds	45.78 ÷ 5,990 =	0.008
Miscellaneous	31.78 ÷ 5,990 =	0.005
Cost of manufacture		$0.323

Filler	$106.00 ÷ 5,990 =	$0.018
Carting	175.61 ÷ 5,990 =	0.029
Labor	562.17 ÷ 5,990 =	0.094
Roller	61.76 ÷ 5,990 =	0.010
Miscellaneous	11.90 ÷ 5,990 =	0.002
Cost of laying		$0.153
Total cost laid		$0.573

Cost of Shoulders per Square Yard in 1910.

Four feet wide and average 2 inches thick.

Broken stone delivered	$297 50 ÷ 5,990 =	$0.068
Gravel	39.50 ÷ 5,990 =	0.009
Carting	158.50 ÷ 5,990 =	0.036
Labor	357.74 ÷ 5,990 =	0.081
Roller	149.40 ÷ 5,990 =	0.034
Coal, etc.	5.60 ÷ 5,990 =	0.002
Total		$0.23

4,387 square yards cost $1,008.20 = $0.23 per sq. yd.
Cost per lineal foot of road, $0.205.

Cost of Lineal Foot of Road in 1910.

Cement cubes, laid 14 ft. wide = 1.555 sq.yds. at $0.575 =	$0.891
Shoulder	0.205
Total	$1.096

Cost per mile = 5,280 × $1.096 = $5,786.88.

The cost of manufacture in 1910, including the factory and 30,000 molds, was $0.420 per square yard, as against $0.413 in 1909. The cost of carting and laying, including preparation of foundation, was $0.153 in 1910, against $0.099 in 1909, while the average haul in 1910 was 3,200 feet, against 1,110 feet in 1909. The cost of the 5,990 square yards of cement concrete cubes laid this year was $0.573 per square yard. As this amount has covered the cost of factory, including molds and tools, there is good reason for believing that for another job with the present outfit the cost can be easily reduced below 50 cents per square yard of pavement laid.

As an indication of possible low cost of laying cubes it may be stated that on October 19th nine men with 80 hours' work laid 265 lineal feet 14 feet wide, which, at 22 cents per hour, shows a cost of $0.042 per square yard, and on the same day laid 29½ square yards with 3¼ hours' work, or at the rate of $0.023 per square yard.

Cost of Ash-Clay Cubes per Square Yard Laid in 1910.

Cost of cubes f. o. b. Rochester	$1,200.00 =	$0.711
Carting	247.75 =	0.147
Filler	27.00 =	0.016
Labor, laying	191.77 =	0.113
Roller	12.94 =	0.008
1,688 sq. yds., total cost	$1,679.46 =	$0.995

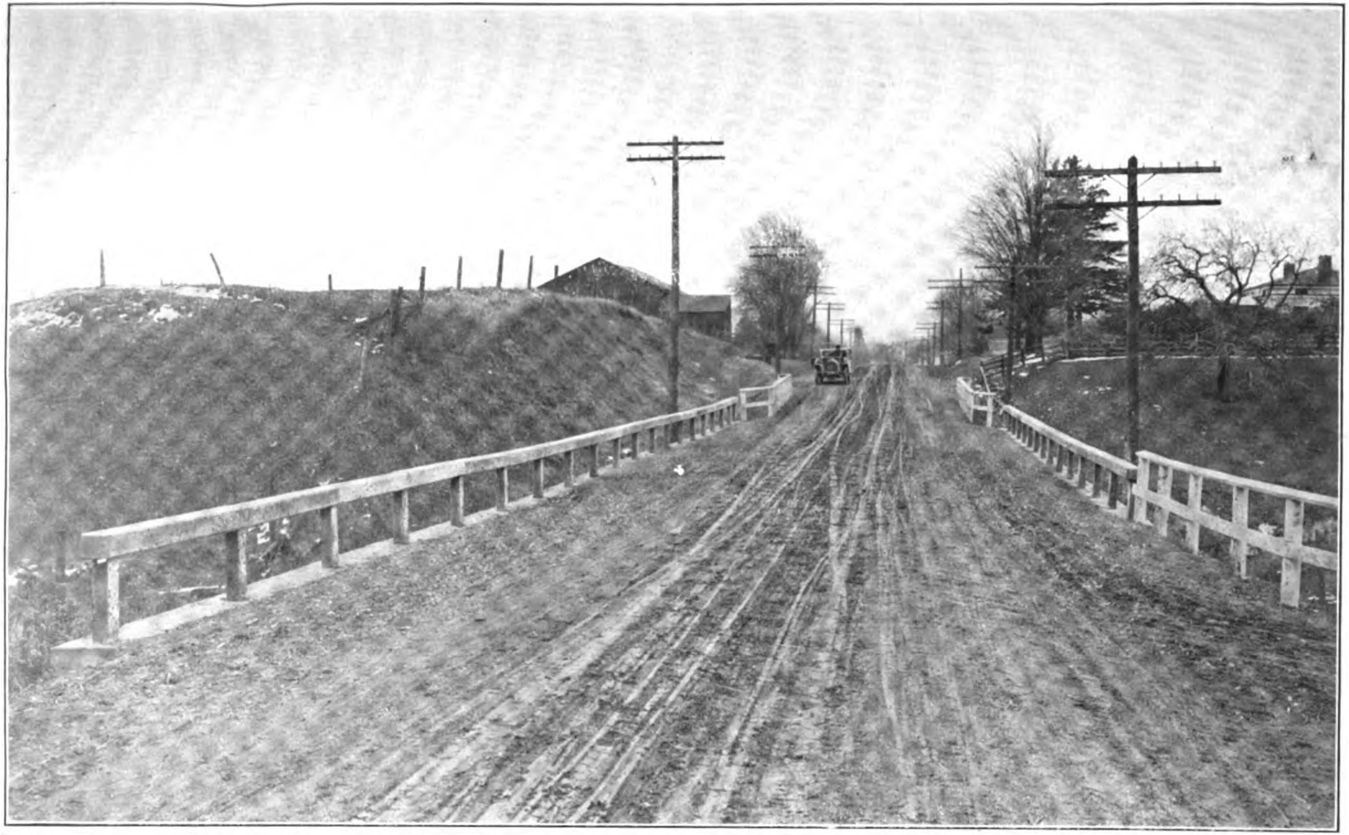
Cost per Lineal Foot of Road in 1910.

Ash-clay cubes laid 14 ft. wide=1.555 sq. yds. at $0.995=	$1.547
Shoulder	0.205
Total	$1.752

Cost per mile completed road 5,280 × $1.752 = $9,250.

The Clay cubes were experimental in many interesting particulars. In the first place freight rates on vitrified brick or suitable refactory clay for making them are high to this market, while local clays which occur in abundance will not stand up to vitrifaction without the admixture of a considerable per centage of foreign expensive clay, so it was determined to try the local clay mixed with coal ashes, as being promising.

In the second place the problem of properly burning was the subject of considerable experimenting. Finally Mr. F. G. Sweet,



No. 19.— View of Ridge road No. 6, Greece, Monroe county, photo taken November 23, 1910. Showing in the foreground east end of shale cubes laid in 1909, and beyond ash-clay cubes laid in 1910, with concrete bridge and McClintock guard rail built in 1910.

manager of the Standard Sewer Pipe Company, perfected the process so as to make the cubes at the rate of 30,000 per hour, and place them in the kiln with twelve cubes attached together, but nearly cut apart, forming a hollow square, permitting of easily burning, and which one readily knocked apart as taken from the kiln. Mr. Sweet, in discussing the subject, speaks as follows:

"The making of cubes for road paving was entirely of an experimental nature and took much study before we could decide upon manner of making and way of burning.

"The first kiln load made was of our two local clays and ashes, the latter from soft coal, and only what passed a twenty-mesh sieve was used. The scoring was not deep enough to prevent many uneven cubes when broken for laying.

"The second kiln was made of the same materials, except that the ashes were secured by the use of a fourteen-mesh screen, and more were put into the kiln, thus adding to the difficulty of burning, so this kiln did not turn out as good as the first. Difficulties met in this case gave us pointers for the third kiln, which caused us to make some radical changes.

"In the third kiln load a small amount of refactory clay was used in the place of some of the local clay, and the scoring knives were reset so that the cuts were much deeper. When loading the kiln, fewer cubes were put in, so that the result was a much more uniform burn, and upon breaking, the roughness encountered in kilns one and two, was nearly or quite eliminated. This latter fact adding much to speed of men in laying."

There are good reasons for the opinion that, with a demand for clay cubes in large numbers, they will be furnished as low as $1.50 per thousand f. o. b. on cars at factory, and while the haul was so long, being nearly six miles, as to cost for carting, about fifty cents per thousand, this would ordinarily be much reduced. The cost of laying them this year was very considerably increased by irregularities of shape of the cubes made in first kiln. Taking these things into consideration, it is reasonable to expect that surfacing with vit. clay cubes and graveled or stoned shoulder may be done at a cost of $5,000 per mile.

As an indication of the traffic sustained by these cubes, we have the following:

CENSUS OF TRAFFIC FROM 5 P. M., OF SEPTEMBER 9TH, TO 5 P. M., OF SEPTEMBER 10TH, 1910.

Horse drawn traffic.	Number.	Relative weight.	Horse drawn.	Motor vehicle.
One horse vehicle, light..........	60	2	120	
One horse vehicle, heavy.........	21	3	63	
Two horse vehicle, light..........	15	3	45	
Two horse vehicle, heavy.........	73	4	292	
Motor vehicles.				
Motor cycles	13	1		13
Two passenger cars	24	2		48
Four passenger cars.............	54	4		216
Seven passenger cars............	16	7		112
Freight trucks	1	10		10
Totals	277		520	399

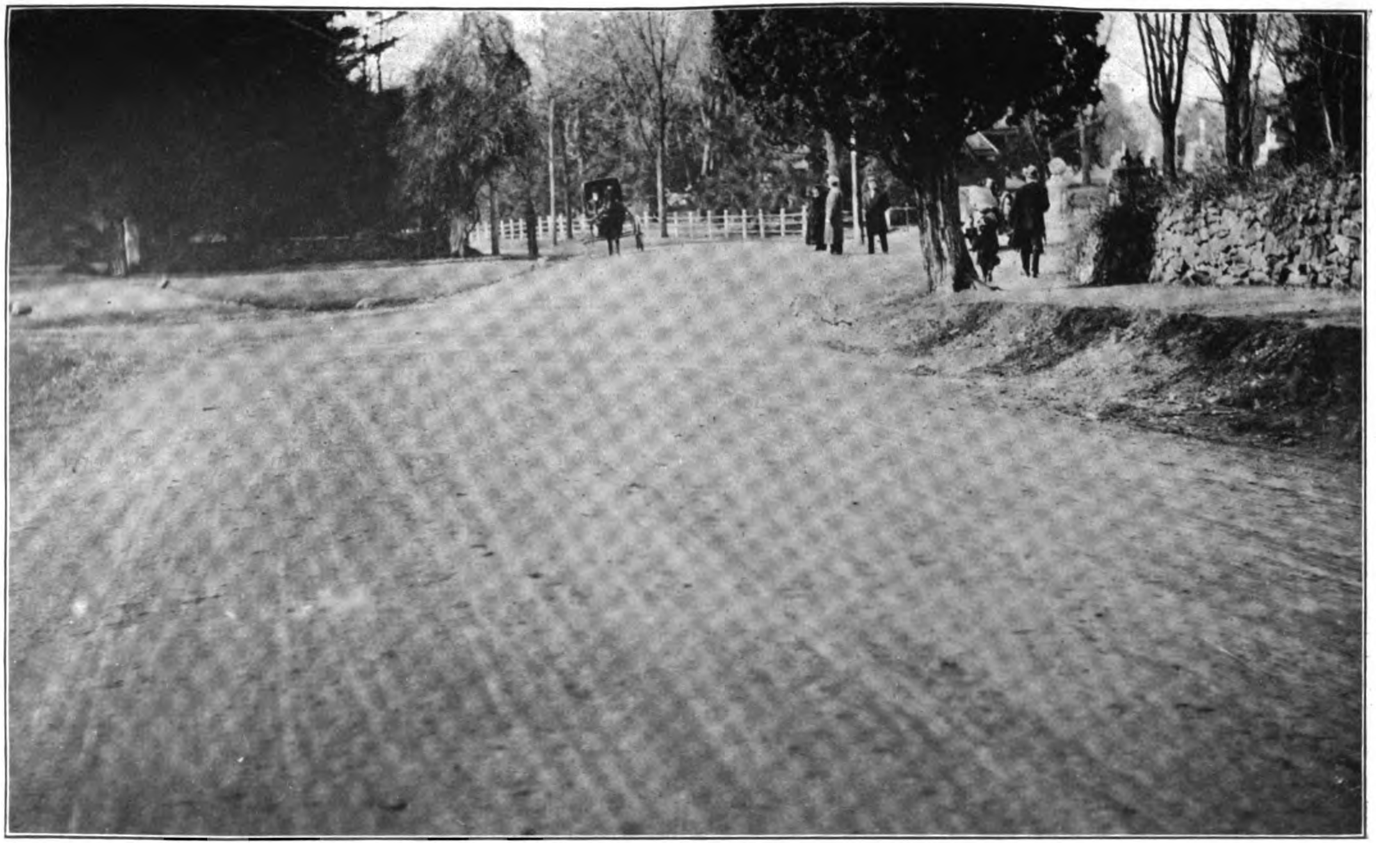
NIGHT TRAFFIC FROM 5 P. M., SEPTEMBER 12TH, TO 7 A. M., SEPTEMBER 13TH, 1910.

Horse drawn traffic.	Number.	Relative weight.	Horse drawn.	Motor vehicle.
One horse vehicle, light..........	20	2	40	
One horse vehicle, heavy.........	12	3	36	
Two horse vehicle, light..........	15	3	45	
Two horse vehicle, heavy.........	27	4	108	
Motor vehicles.				
Motor cycles	9	1		9
Two passenger cars	12	2		24
Four passenger cars	23	4		92
Seven passenger cars	9	7		63
Totals	127		229	188

From Highway Commission Report, 1909. Traffic Census on Ridge Road, Sec. 2, No. 165:

Sept. 15, 1909	848	269
Oct. 15, 1909	752	213

(Signed:) J. Y. McCLINTOCK,
County Superintendent.



No. 20.— View showing 700-foot stretch of road No. 42, town of New Windsor, Orange county, resurfaced with gravel asphalt in 1909. View taken March 30, 1910

EXPERIMENTAL SECTIONS ON ROAD NO. 42, ORANGE COUNTY, N. Y., AND ROAD NO. 4, COLUMBIA COUNTY, N. Y., OF ASPHALT GRAVEL BY THE PENETRATION METHOD.

During 1909 a short piece of highway was constructed on road No. 42, the main highway leading south from Newburgh, Orange county, and over which a large amount of automobile and other traffic passes in going south to New York and New Jersey through the Ramapo valley. A good grade of gravel was selected and screened to the proper size, applied to the road and residuum asphalt of a grade known as "Bituminous Material A" in the New York State specifications was applied in two coats at the rate of about a gallon and a half per square yard. The section of the road treated covered about 700 feet and at the present time has been under traffic for a little over a year. This section of the road is in excellent condition, shows very little indication of wear and is comparatively dustless.

Road No. 4, Columbia county, which is on the main highway leading from Albany to Pittsfield, Mass, and over which a large amount of automobile and other traffic passes daily, was resurfaced with gravel asphalt during the early part of the year 1910. It was very difficult to find a good grade of gravel in this locality, but after considerable search a bed was located about two miles from the road which was considered of good enough quality to try out this experiment. Road No. 4 is approximately one mile long and was originally constructed of gravel. It had become thoroughly worn and rutted and was in very poor condition. An elevator and screen were erected at the gravel pit and the gravel was passed through this screen, grading it into the same size as stone. The old surface was cleaned and leveled up by a finer grade of material and rolled and then about four inches of gravel running from one and one-quarter inch to two and one-half inches was spread upon the roadway and rolled. Bermudez asphalt fluxed was then poured over this material after which the gravel passing through the one and one-quarter-inch mesh and being retained on a one-half-inch mesh was applied in a thin coat and the road was again rolled. The squegee coat amounting to about one-half gallon was then applied and a fine gravel obtained in screening was spread evenly over the surface to a depth of about one-half inch and the roadway was again rolled. After a short time the road was opened to traffic and the surplus material deposited on the top or wearing course was pushed to the sides leaving the roadway in a smooth condition. This experiment has proven very satisfactory to date and there seems to be no objection from slipperiness which is rather common with this grade of material applied with the squegee coat on stone roads.

COLD MIXED EXPERIMENTAL PAVEMENT ACCORDING TO THE METHOD AS LAID ON ROAD NO. 435, GLEN HEAD SECTION, NASSAU COUNTY.

Road No. 435 is a waterbound macadam road 12 feet wide. The Glen Head section runs from Glen Cove avenue to a dock on Hempstead harbor.

During 1909 the road was practically ruined by the continuous use of a traction engine hauling outfit. Sketch No. 1, accompanying, shows the distorted cross section.

During 1910, October 17th to November 22d, this road, from Station 17 + 50 to Station 45 + 79, was resurfaced by the Texas Company with their cold mixing method asphalt macadam at a cost to the State of 75 cents per square yard.

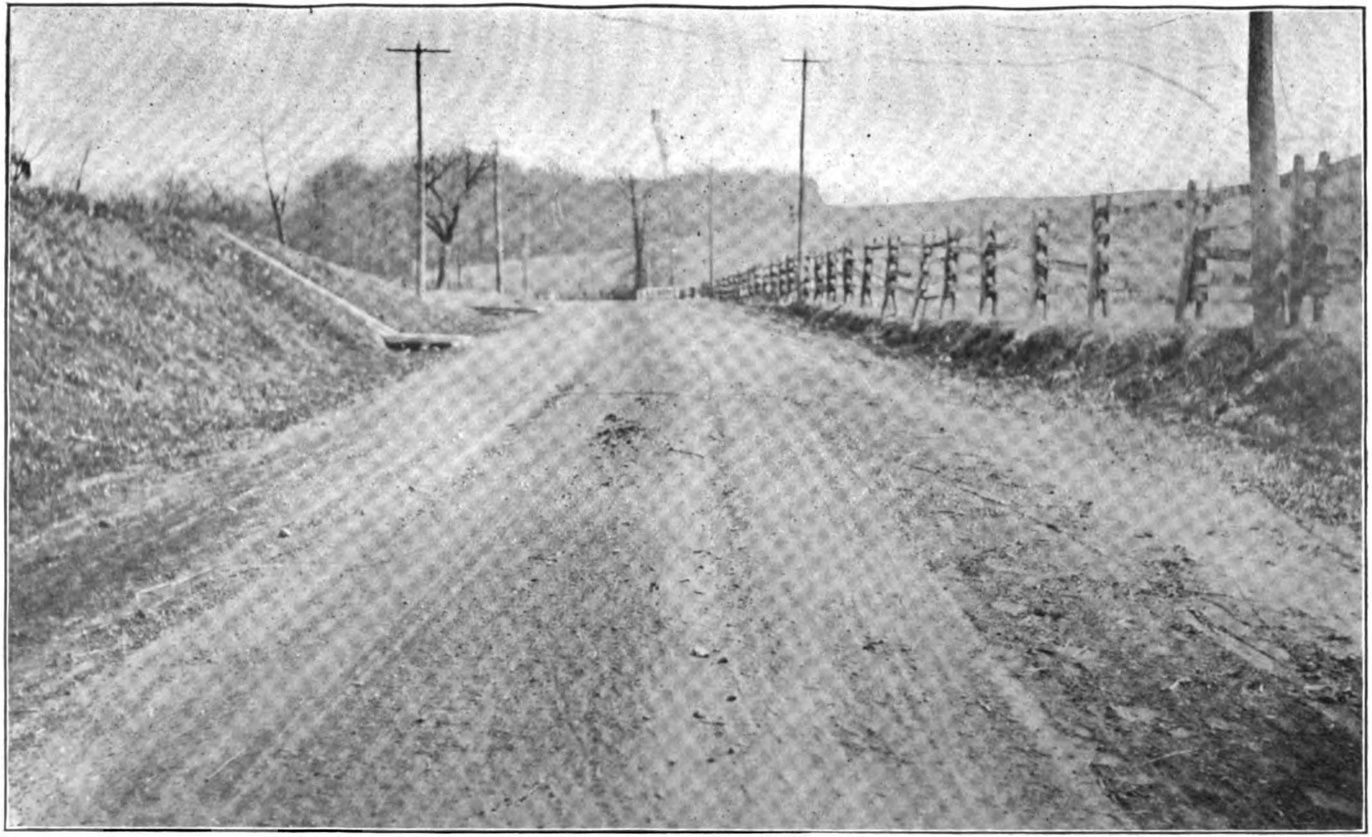
The method of construction was as follows:

Preparing the Foundation.

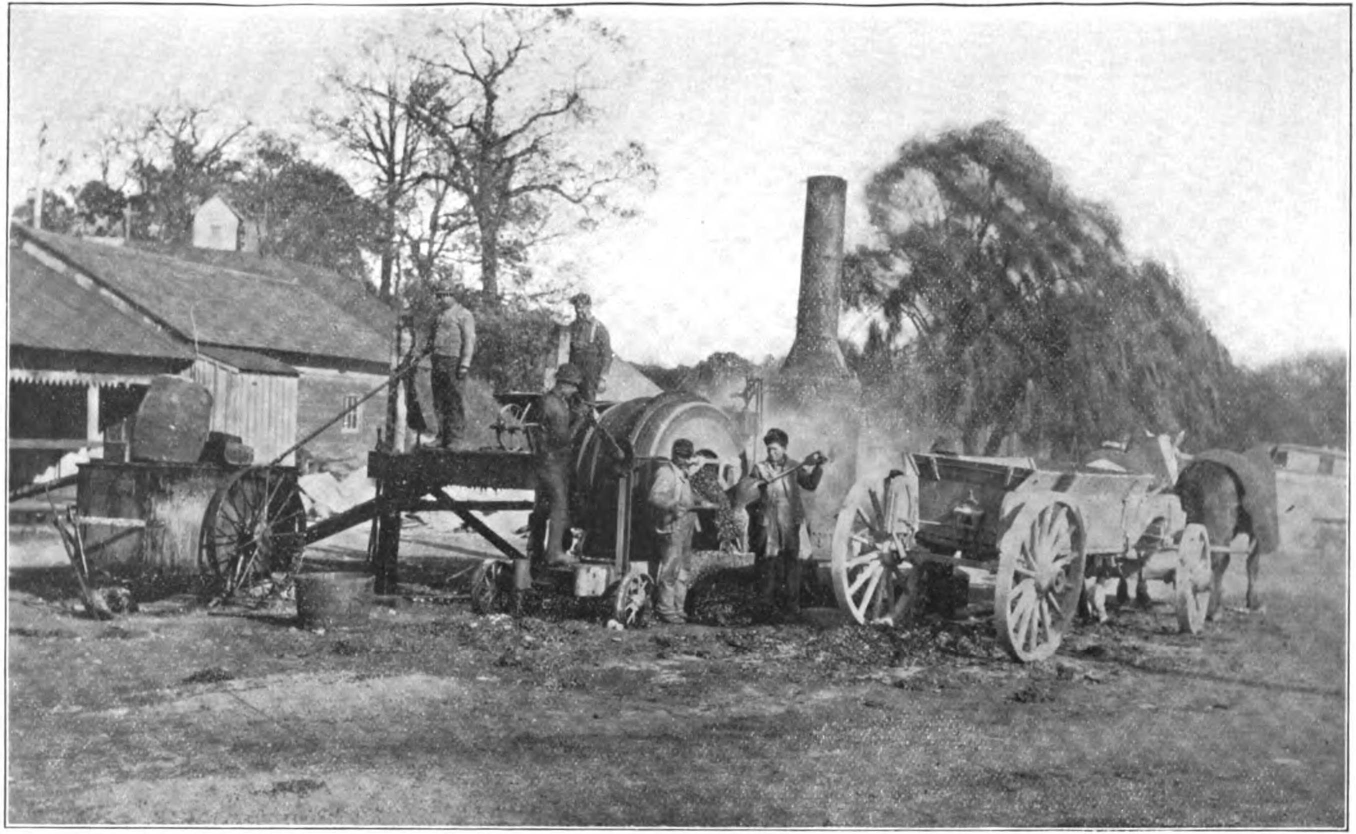
The road was thoroughly cleaned with shovels and push brooms, the dirt and dust thus removed was collected and taken from the road.

The entire surface of the road was then picked up by using the picks on the roller wheels and reshaped by hand. Care was taken not to disturb the dirt shoulder and the stone taken from near it left a shoulder of sufficient depth to hold the bituminous material placed later. The road was then thoroughly rolled and again swept.

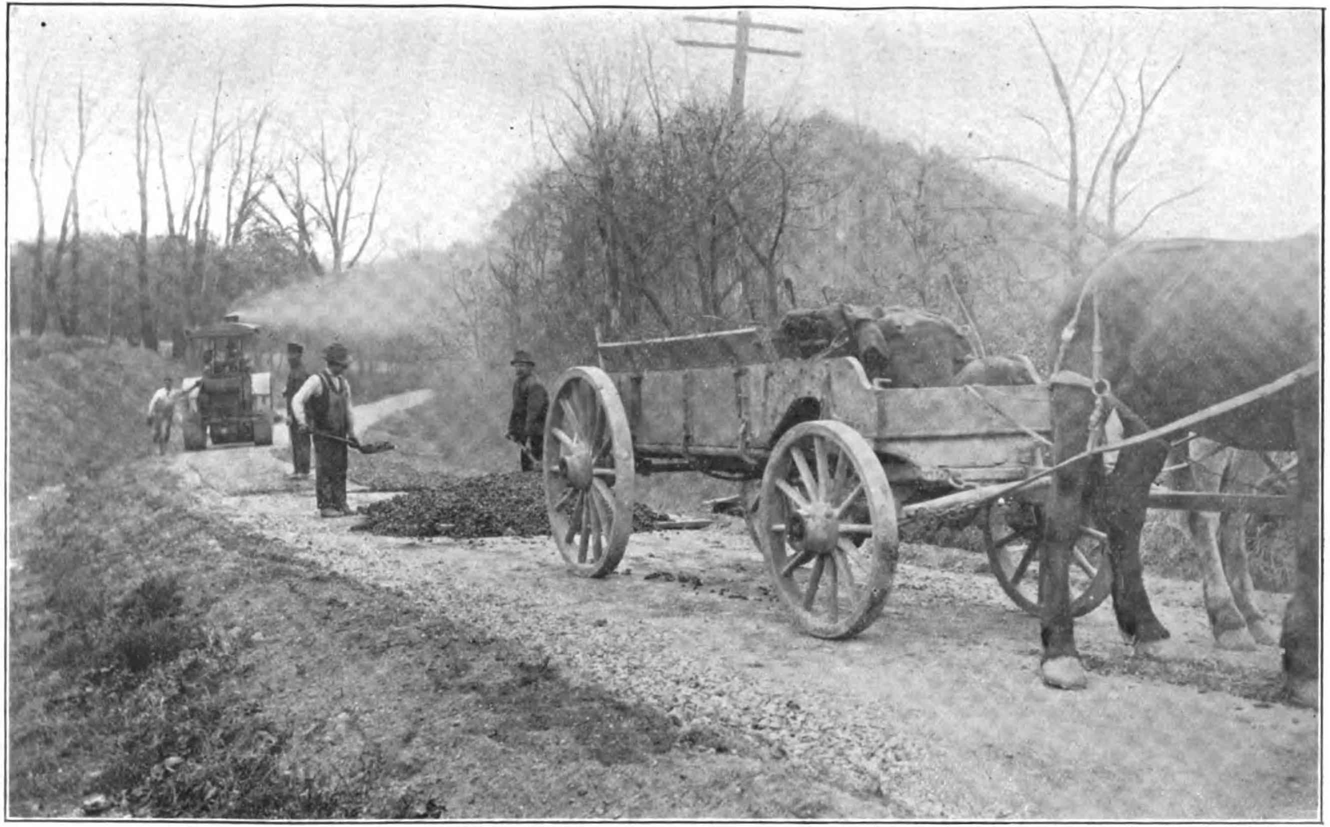
The accompanying photograph, No. 1, shows mixing plant and men. The stone used was trap rock which would pass a 1¼-inch ring and be retained on a ½-inch ring. The bituminous material was "Texaco." The mixer is a batch mixer. The bituminous material was heated to about 325° F. The proportions of the



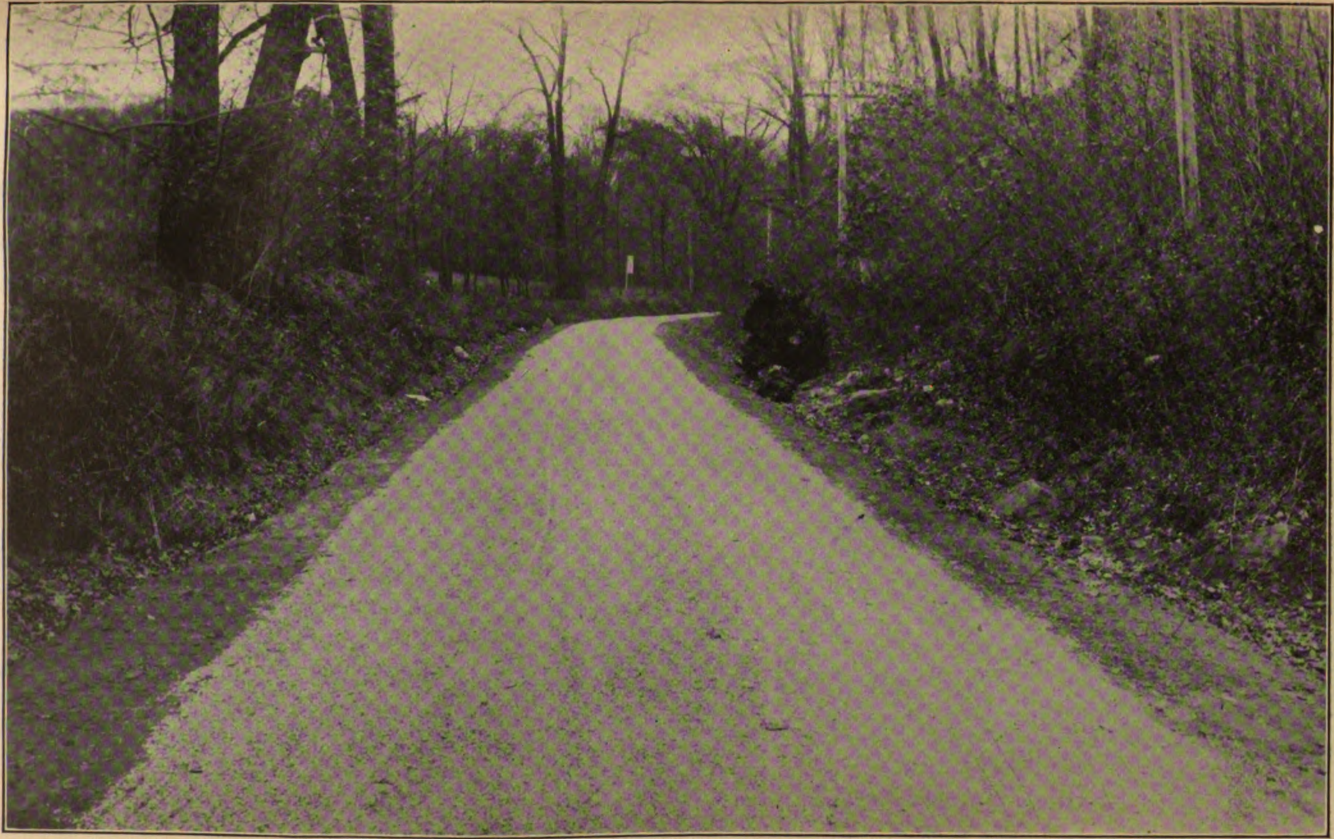
No. 50.— This view of road No. 435, Glenhead section, shows the damage caused by the use of traction engine and hauling outfit and the general condition of the road before resurfacing by the cold mixing method.



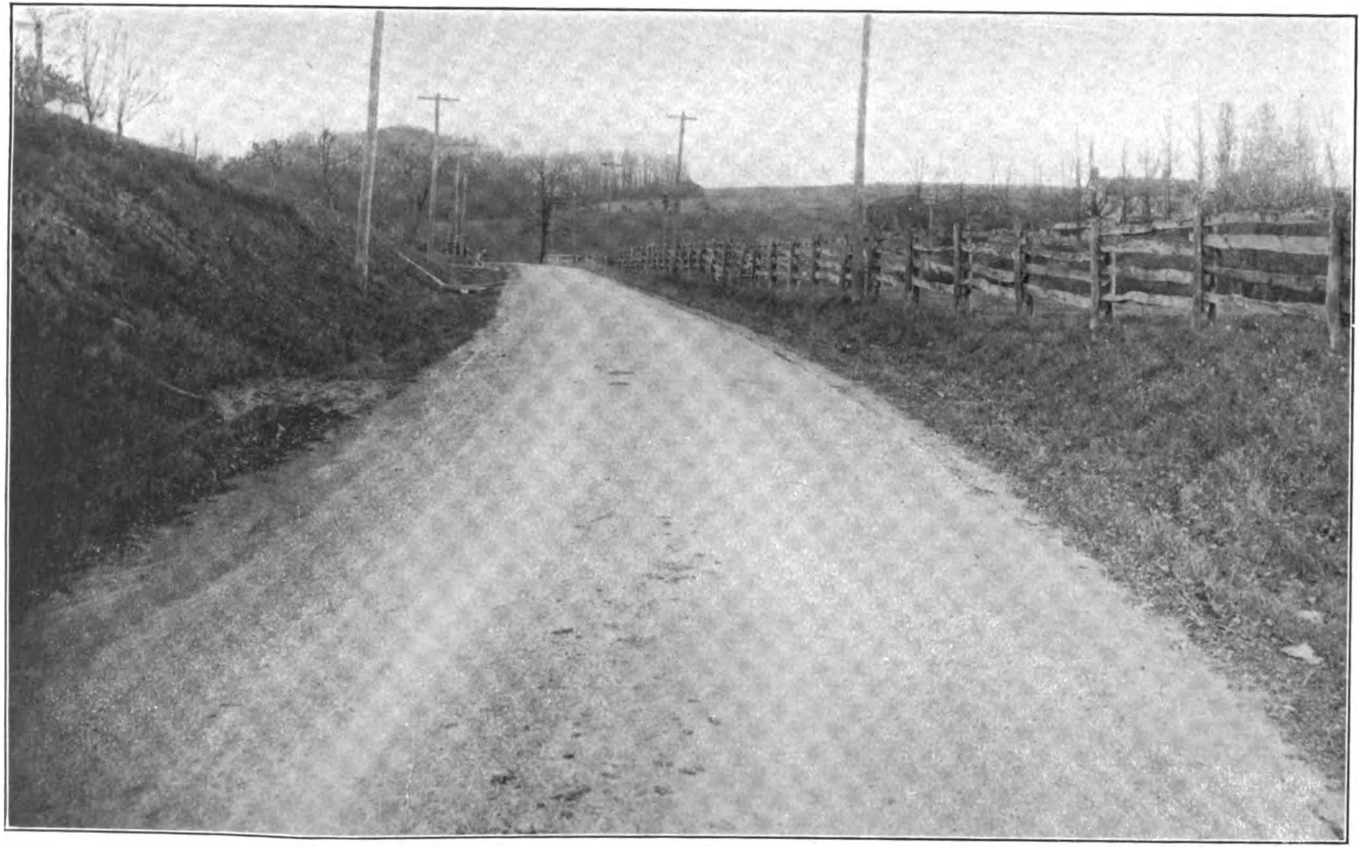
No. 50-A.—Road No. 435, Glenhead section showing mixing plant.



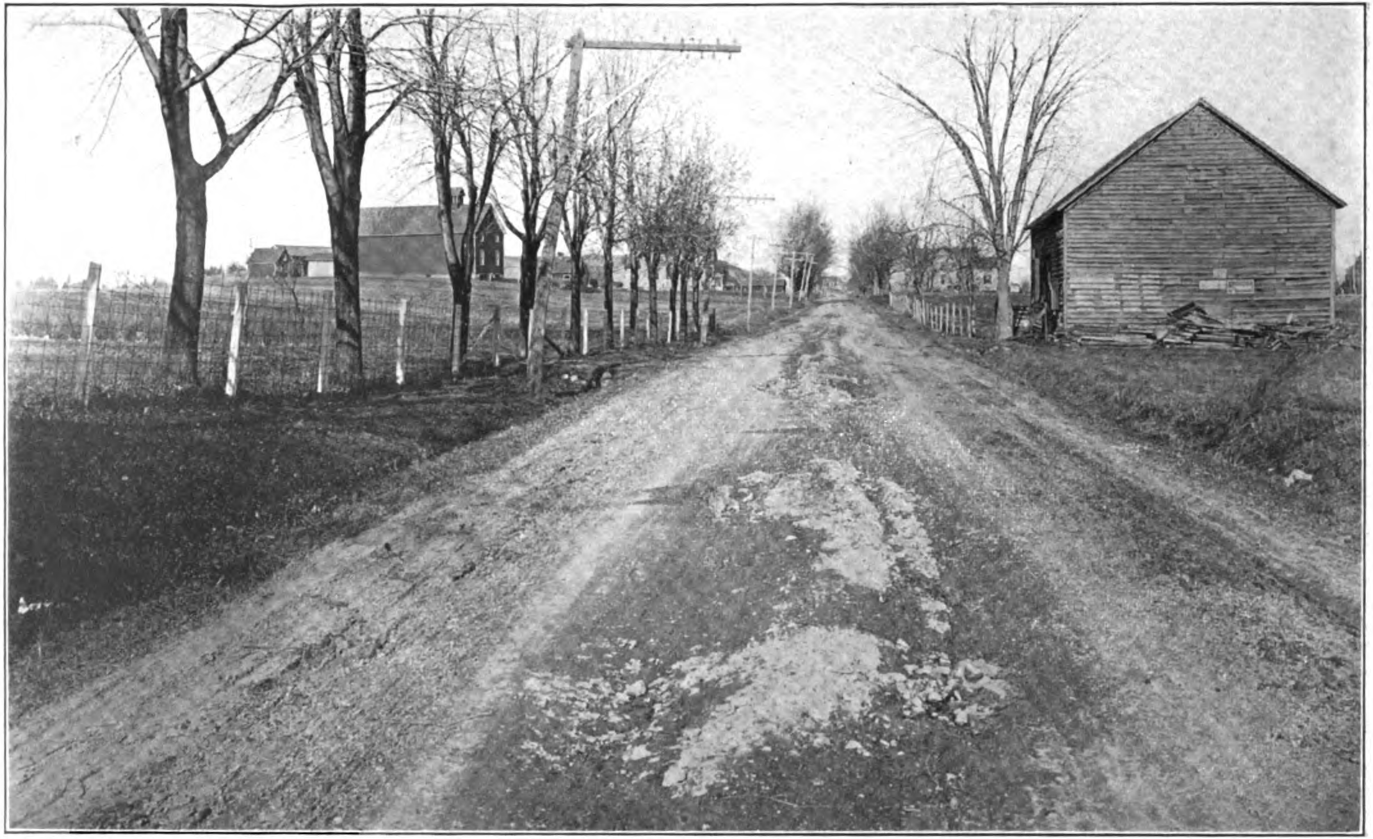
No. 50-B.—Road No. 435, Glenhead section, laying bituminous macadam.



No. 50-C.—Road No. 435, Glenhead section, finish macadam.



No. 50-D.—Road No. 435, Glenhead section, finish macadam.



No. 51.— View showing condition of road No. 33, Fulton county, N. Y. This road is a macadam road built in 1900 and was resurfaced in 1910. The bad places shown in the photograph are where dug out and replaced with sub-base before resurfacing was attempted. This view gives an idea of the condition of a road which suffered from neglect.

mixture by weight was 6 per cent. bitumen. Each batch was in the mixer just long enough to thoroughly coat all the stone.

Laying the Bituminous Mixture.

The bituminous material was brought to the road in center dump wagons and dumped on a distributing board, from which it was shoveled on to the prepared road bed. With shovels and a rake the material was spread to a thickness of 3½ inches above the prepared subgrade. The surface was then rolled until free from all creases and pockets, the low places, if any, being filled by placing additional bituminous material. The surface was then covered with screenings and rolled until no further compression could be obtained, the thickness of the surfacing after rolling being 2½ inches.

Photograph No. 2 shows the method of handling the material on the road, and sketch No. 2 shows the completed cross section.

Various crowns and percentages of mixture were laid. They are shown graphically on sketch No. 3, and are as follows:

Sta. 17 + 69 to Sta. 19 + 06 — sand cover; ⅜ screenings were used for cover on the remainder of the road.

Sta. 19 + 06 to Sta. 29 + 50 — 3-inch crown.
Sta. 17 + 50 to Sta. 32 + 50 — 6 per cent. bitumen.
Sta. 32 + 40 to Sta. 33 + 50 — 8.5 per cent. bitumen.
Sta. 33 + 50 to Sta. 35 + 50 — 7 per cent. bitumen.
Sta. 35 + 50 to Sta. 45 + 79 — 6 per cent. bitumen.
Sta. 32 + 40 to Sta. 45 + 79 — 6-inch crown.

Between Stations 31 + 40 and 32 + 40 the stone used would pass a ½-inch ring but not a ¼-inch ring.

Attached are photographs Nos. 3 and 4 showing two sections of the completed road — No. 3 where 6-inch crown was used, and No. 4 where 3-inch crown was used.

The road was built too late in the fall to judge its action under traffic, but to all appearances the even distribution of the asphalt will give a smooth road — pleasing to the eye as well as smooth for traffic and less slippery than an asphalt macadam with a squegee coat.

Respectfully submitted,
H. K. BISHOP,
First Deputy.

APPENDIX B.

Statement of Moneys Appropriated by State and Raised by Towns, and the Disbursement Thereof in Maintenance and Repair of Improved Roads.

ALBANY COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Oblition on contracts.
		State.	Town.				
Berne	$699 16	$4,974 00	$700 00	$6,373 16	$3,711 71	$2,661 45	....
Bethlehem	....	25,426 00	1,100 00	26,526 00	26,526 00	....	....
Coeymans	580 16	2,827 00	350 00	3,757 16	3,005 03	752 13	....
Colonie	....	31,569 00	850 00	32,419 00	31,054 30	1,364 70	$4,153 94
Guilderland	260 00	1,831 00	300 00	2,391 00	2,391 00	....	....
Knox	....	377 00	50 00	427 00	427 00	....	....
New Scotland	2,405 12	6,704 00	900 00	10,009 12	9,973 50	35 62	....
Rensselaerville	327 00	905 00	300 00	1,532 00	1,532 00	....	....
Westerlo	761 98	1,122 00	350 00	2,233 98	2,233 98	....	....
Totals	$5,033 42	$75,735 00	$4,900 00	$85,668 42	$80,854 52	$4,813 90	$4,153 94

BROOME COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Barker	$28 00	$267 00	$50 00	$345 00	$345 00	....	....
Chenango	749 33	3,012 00	550 00	4,311 33	4,311 33	....	....
Colesville	648 90	2,107 00	250 00	3,005 90	2,458 41	$547 49	....
Conklin	827 59	2,543 00	400 00	3,770 59	3,770 59	....	....
Dickenson	31 86	831 00	100 00	962 86	962 86	....	....
Fenton	139 16	2,070 00	200 00	2,409 16	2,249 19	159 97	....
Kirkwood	6,163 89	....	100 00	6,263 89	2,885 12	3,378 77	....
Lisle	62 60	1,106 00	150 00	1,318 60	1,318 60	....	....
Maine	50 50	764 00	150 00	964 50	964 50	....	....
Sanford	462 52	535 00	150 00	1,147 52	1,147 52	....	....
Union	3,867 87	1,406 00	450 00	5,723 87	5,723 87	....	....
Vestal	40 19	1,275 00	200 00	1,515 19	1,515 19	....	....
Windsor	1,564 52	166 00	250 00	1,980 52	1,980 52	....	....
Totals	$14,636 93	$16,082 00	$3,000 00	$33,718 93	$29,632 70	$4,086 23	....

CATTARAUGUS COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Allegany	....	$4,896 00	$50 00	$4,946 00	$4,946 00	....	....
Olean	$0 81	764 00	50 00	814 81	814 81	....	....
Portville	....	990 00	....	990 00	990 00	....	....
Totals	$0 81	$6,650 00	$100 00	$6,750 81	$6,750 81	....	....

CAYUGA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Aurelius	$297 95	$2,592 00	$400 00	$3,289 95	$3,289 95	....	....
Brutus	90 00	147 00	50 00	287 00	287 00	....	....
Cato	....	453 00	150 00	603 00	536 93	$66 07	....
Fleming	255 00	96 00	150 00	501 00	501 00	....	....
Ira	....	139 00	50 00	189 00	162 13	26 87	....
Moravia	720 08	16,091 00	300 00	17,111 08	17,111 08	....	....
Niles	420 23	410 00	250 00	1,080 23	1,013 01	67 22	....
Owasco	482 40	12,122 00	400 00	13,004 40	12,080 14	924 26	....
Sennett	26 98	1,876 00	250 00	2,152 98	2,152 98	....	....
Sterling	....	900 00	250 00	1,150 00	1,150 00	....	....
Totals	$2,292 64	$34,826 00	$2,250 00	$39,368 64	$38,284 22	$1,084 42	....

CHAUTAUQUA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Ellicott	$132 10	$219 00	$50 00	$401 10	$219 82	$181 28	....

CHEMUNG COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Oblition on contracts.
		State.	Town.				
Ashland	....	$1,761 00	$150 00	$1,911 00	$1,911 00	....	....
Big Flats	....	3,245 00	300 00	3,545 00	2,997 40	$547 60	....
Elmira	....	263 00	....	263 00	163 00	100 00	....
Erin	....	356 00	150 00	506 00	506 00	....	....
Horseheads	$693 59	2,205 00	450 00	3,348 59	3,348 59	....	....
Southport	12,899 64	2,663 00	500 00	16,062 64	14,035 86	2,026 78	....
Totals	$13,593 23	$10,493 00	$1,550 00	$25,636 23	$22,961 85	$2,674 38	....

CHENANGO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Greene	$8,072 18	$1,368 00	$200 00	$9,640 18	$6,890 37	$2,749 81	$126 78
Guilford	545 21	1,130 00	300 00	1,975 21	1,390 20	585 01	....
McDonough	303 20	860 00	100 00	1,263 20	238 05	1,025 15	....
North Norwich	85 08	2,666 00	300 00	3,051 08	3,051 08	....	....
Norwich	7,031 82	5,972 00	400 00	13,403 82	12,195 97	1,207 85	262 51
Oxford	237 20	586 00	100 00	923 20	283 38	639 82	383 74
Plymouth	4,301 89	1,362 00	200 00	5,863 89	5,863 89	....	....
Preston	835 26	8,750 00	300 00	9,885 26	2,484 67	7,400 59	2,538 30
Smithville	....	630 00	50 00	680 00	217 79	462 21	....
Smyrna	....	360 00	....	360 00	106 00	254 00	....
Totals	$21,411 84	$23,684 00	$1,950 00	$47,045 84	$32,721 40	$14,324 44	$3,311 33

CLINTON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Ausable	$339 66	$6,588 00	$550 00	$7,477 66	$7,317 22	$160 44	....
Beekmantown	256 03	2,943 00	250 00	3,449 03	3,449 03	....	....
Black Brook	....	1,830 00	150 00	1,980 00	1,980 00	....	....
Champlain	748 30	175 00	150 00	1,073 30	1,073 30	....	....
Chazy	16,684 70	8,957 00	950 00	26,591 70	24,305 10	2,286 60	....
Mooers	112 66	1,851 00	150 00	2,113 66	2,113 66	....	....
Peru	17,234 18	2,630 00	350 00	20,214 18	13,696 67	6,517 51	....
Plattsburg	7,691 17	2,814 00	300 00	10,805 17	7,944 35	2,860 82	....
Totals	$43,066 70	$27,788 00	$2,850 00	$73,704 70	$61,879 33	$11,825 37	....

COLUMBIA COUNTY

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Austerlits	$274 05	$449 00	$100 00	$823 05	$823 05	....	....
Chatham	181 86	210 00	50 00	441 86	441 86	....	....
Claverack	....	674 00	250 00	924 00	256 66	$667 34	....
Clermont	126 90	2,310 00	200 00	2,636 90	2,589 58	47 32	....
Ghent	366 44	207 00	100 00	673 44	673 44	....	....
Greenport	54	1,655 00	200 00	1,855 54	1,431 30	424 24	....
New Lebanon	5,928 47	4,099 00	450 00	10,477 47	10,477 47	....	....
Stockport	270 27	297 00	100 00	667 27	667 27	....	....
Totals	$7,148 53	$9,901 00	$1,450 00	$18,499 53	$17,360 63	$1,138 90	....

CORTLAND COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Cincinnatus	$212 13	$718 00	....	$920 13	$171 81	$748 32	....
Cortlandville	328 34	4,012 00	$450 00	4,790 34	3,835 69	954 65	....
Harford	201 54	....	50 00	251 54	62 76	188 78	....
Homer	115 72	3,068 00	450 00	3,633 72	3,359 29	274 43	....
Preble	337 61	2,756 00	350 00	3,443 61	3,423 14	20 47	....
Scott	....	450 00	150 00	600 00	510 05	89 95	....
Truxton	258 91	3,142 00	300 00	3,700 91	3,487 66	213 25	....
Virgil	....	585 00	50 00	635 00	218 25	416 75	....
Totals	$1,444 25	$14,731 00	$1,800 00	$17,975 25	$15,068 65	$2,906 60	....

DELAWARE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Delhi	$5,437 87	$51 00	$250 00	$5,738 87	$1,943 74	$3,795 13	....
Kortwright	....	861 00	100 00	961 00	614 90	346 10	....
Middletown	2,294 83	4,231 00	350 00	6,875 83	4,723 94	2,151 89	....
Roxbury	354 70	498 00	100 00	952 70	952 70	....	....
Totals	$8,087 40	$5,641 00	$800 00	$14,528 40	$8,235 28	$6,293 12	....

DUTCHESS COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Amenia	$1 00	$1,903 00	$250 00	$2,154 00	$1,859 25	$294 75	....
East Fishkill	....	547 00	400 00	947 00	372 00	575 00	....
Fishkill	372 17	4,554 00	400 00	5,326 17	4,409 67	916 50	....
Hyde Park	132 22	2,786 00	400 00	3,318 22	3,318 22	....	....
North East	337 36	1,477 00	250 00	2,064 36	2,064 36	....	....
Pawling	4 37	2,902 00	250 00	3,156 37	2,623 38	532 99	....
Pleasant Valley	8 27	366 00	50 00	424 27	367 00	57 27	....
Poughkeepsie	....	5,529 00	550 00	6,079 00	6,079 00	....	....
Red Hook	756 01	3,011 00	300 00	4,067 01	4,067 01	....	....
Rhinebeck	97	2,277 00	150 00	2,427 97	2,427 97	....	....
Wappinger	87 65	1,994 00	150 00	2,231 65	2,231 65	....	....
Washington	13 34	2,011 00	300 00	2,324 34	1,388 30	936 04	....
Totals	$1,713 36	$29,357 00	$3,450 00	$34,520 36	$31,207 81	$3,312 55	....

ERIE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Alden	$77 60	$1,082 00	$200 00	$1,359 60	$1,359 60		
Amherst	25,597 44	112,783 00	850 00	139,230 44	101,216 18	$38,014 26	$31,799 80
Aurora	4,586 10	4,531 00	150 00	9,267 10	776 96	8,490 14	11,656 00
Boston		729 00	350 00	• 1,079 00	1,079 00		
Brant		297 00	200 00	497 00		497 00	
Cheektowaga		81 00	50 00	131 00	131 00		
Clarence	2,194 62	30,496 00	1,500 00	34,190 62	21,946 80	12,243 82	14,170 92
Collins		2,493 00	400 00	2,893 00	2,893 00		
Concord		486 00	350 00	836 00		836 00	
East Hamburg	12,349 29		350 00	12,699 29	8,593 10	4,106 19	
Eden		3,328 00	400 00	3,728 00	3,728 00		
Elma	2 36	4,365 00	500 00	4,867 36	4,305 06	562 30	
Evans		162 00	150 00	312 00		312 00	
Grand Island	302 99	4,069 00	300 00	4,671 99	4,671 99		
Hamburg	36,714 00		400 00	37,114 00	4,769 29	32,344 71	
Marilla	102 10	394 00	100 00	596 10	596 10		
Newstead	1,836 38		300 00	2,136 38	2,136 38		
North Collins	2 65	2,698 00	250 00	2,950 65	2,950 65		
Tonawanda	154 20	4,019 00	200 00	4,373 20	3,234 91	1,138 29	
Wales	11,064 54	8,942 00	150 00	20,156 54	601 50	19,555 04	27,390 00
West Seneca	79,159 57	5,022 00	850 00	85,031 57	75,406 88	9,624 69	9,562 78
Totals	$174,143 84	$185,977 00	$8,000 00	$368,120 84	$240,396 40	$127,724 44	$94,579 50

ESSEX COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Chesterfield	$333 90	$1,050 00	$150 00	$1,533 90	$1,533 90	....	....
Minerva	5 00	1,451 00	200 00	1,656 00	1,656 00	....	....
Newcomb	....	1,390 00	350 00	1,740 00	1,740 00	....	....
Schroon	....	531 00	250 00	781 00	567 00	$214 00	....
Westport	....	2,465 00	200 00	2,665 00	2,665 00	....	....
Totals	$338 90	$6,887 00	$1,150 00	$8,375 90	$8,161 90	$214 00	....

FRANKLIN COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Bangor	$15 00	$399 00	$100 00	$514 00	$381 10	$132 90	....
Fort Covington	1 00	464 00	100 00	565 00	565 00	....	....
Malone	47 00	718 00	150 00	915 00	563 65	351 35	....
Westville	11 83	1,068 00	400 00	1,479 83	1,479 83	....	....
Totals	$74 83	$2,649 00	$750 00	$3,473 83	$2,989 58	$484 25	....

FULTON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli-tion on contracts.
		State.	Town.				
Broadalbin	....	$286 00	$50 00	$336 00	$336 00	....	....
Johnstown	$2,327 36	23,843 00	900 00	27,070 36	25,560 45	$1,509 91	....
Mayfield	308 00	19,794 00	700 00	20,802 00	20,586 26	215 74	....
Northampton	107 00	1,541 00	250 00	1,898 00	1,898 00	....	....
Perth	....	1,839 00	150 00	1,989 00	1,989 00	....	....
Totals	$2,742 36	$47,303 00	$2,050 00	$52,095 36	$50,369 71	$1,725 65	....

GENESEE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Batavia	$3 80	$1,076 00	$300 00	$1,379 80	$1,343 55	$36 25	....

GREENE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Catskill	$1 33	$3,493 00	$300 00	$3,794 33	$3,794 33	....	....
Greenville	....	618 00	250 00	868 00	868 00	....	....
Totals	$1 33	$4,111 00	$550 00	$4,662 33	$4,662 33	....	....

HAMILTON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Lake Pleasant	....	$270 00	$150 00	$420 00	$420 00	....	....

HERKIMER COUNTY

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Fairfield	$56 00	$102 00	$50 00	$208 00	$208 00	....	....
Frankfort	2 11	1,151 00	150 00	1,303 11	1,303 11	....	....
Herkimer	4 55	5,268 00	550 00	5,822 55	5,822 55	....	....
Little Falls	29 00	1,341 00	100 00	1,470 00	1,470 00	....	....
Manheim	....	3,910 00	400 00	4,310 00	4,310 00	....	....
Newport	12 00	1,101 00	300 00	1,413 00	1,413 00	....	....
Russia	18 00	307 00	....	325 00	251 39	$73 61	....
Schuyler	48	6,028 00	400 00	6,428 48	6,311 27	117 21	....
Totals	$122 14	$19,208 00	$1,950 00	$21,280 14	$21,089 32	$190 82	....

JEFFERSON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obliton on contracts.
		State.	Town.				
Adams	$204 61	$1,185 00	$350 00	$1,739 61	$1,739 61	....	....
Alexandria	3,785 43	1,996 00	350 00	6,131 43	6,131 43	....	....
Champion	2 71	525 00	100 00	627 71	146 84	$480 87	....
Ellisburg	....	2,857 00	200 00	3,057 00	3,057 00	....	....
Henderson	705 45	2,048 00	550 00	3,303 45	3,303 45	....	....
Hounsfield	12,669 11	19,039 00	400 00	32,108 11	26,855 89	5,252 22	....
Lorraine	....	2,095 00	250 00	2,345 00	1,663 62	681 38	....
Lyme	2,394 60	124 00	50 00	2,568 60	1,930 95	637 65	....
Philadelphia	....	724 00	250 00	974 00	573 10	400 90	....
Rutland	2,298 27	....	200 00	2,498 27	1,556 30	941 97	....
Theresa	....	283 00	200 00	483 00	483 00	....	....
Watertown	5,570 48	....	200 00	5,770 48	3,617 35	2,153 13	....
Wilna	5,939 09	....	250 00	6,189 09	1,647 96	4,541 13	....
Totals	$33,569 75	$30,876 00	$3,350 00	$67,795 75	$52,706 50	$15,089 25	....

LIVINGSTON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Avon	....	$261 00	$150 00	$411 00	$411 00	....	....
Geneseo	....	441 00	300 00	741 00	741 00	....	....
Groveland	....	135 00	50 00	185 00	72 00	$113 00	....
Mount Morris	$702 00	1,033 00	200 00	1,935 00	1,935 00	....	....
North Dansville	....	90 00	50 00	140 00	....	140 00	....
West Sparta	....	360 00	250 00	610 00	274 22	335 78	....
Total	$702 00	$2,320 00	$1,000 00	$4,022 00	$3,433 22	$588 78	....

MADISON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Cazenovia	$227 00	$21 00	$100 00	$348 00	$348 00	....	....
Georgetown	86 24	418 00	150 00	654 24	654 24	....	....
Lenox	344 96	3,469 00	300 00	4,113 96	3,225 46	$888 50	....
Oneida City	....	953 00	100 00	1,053 00	940 74	112 26	....
Sullivan	280 00	18 00	100 00	398 00	309 05	88 95	....
Totals	$938 20	$4,879 00	$750 00	$6,567 20	$5,477 49	$1,089 71	....

MONROE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Brighton	$8,353 01	$32,283 00	$650 00	$41,286 01	$37,581 53	$3,704 48	....
Chili	4,406 62	39,207 00	950 00	44,563 62	39,418 21	5,145 41	....
Clarkson	10,716 44	20,055 00	400 00	31,171 44	16,587 51	14,583 93	$13,520 90
Gates, Refund account	438 24 13 16	4,727 00	650 00	5,828 40	5,828 40	....	....
Greece, Refund account	241 50	19,800 00	900 00	20,941 50	20,941 50	....	....
Hamlin	1,260 15	21,411 00	600 00	23,271 15	23,271 15	....	....
Henrietta	41	2,286 00	200 00	2,486 41	1,121 08	1,365 33	....
Irondequoit	13,768 41	....	250 00	14,018 41	13,863 48	154 93	....
Mendon	....	515 00	150 00	665 00	665 00	....	....
Ogden	176 00	549 00	100 00	825 00	825 00	....	....
Parma	....	5,562 00	550 00	6,112 00	4,150 54	1,961 46	....
Penfield	15,670 65	17,388 00	950 00	34,008 65	30,035 84	3,972 81	....
Perington	4,782 56	292 00	100 00	5,174 56	4,410 75	763 81	....
Pittsford	9,860 16	9,882 00	800 00	20,542 16	20,542 16	....	....
Riga	....	1,215 00	250 00	1,465 00	1,464 85	15	....
Sweden	3,235 52	8,910 00	100 00	12,245 52	10,885 55	1,359 97	2,114 45
Webster, Refund account	92 130 00	4,446 00	350 00	4,926 92	3,344 52	1,582 40	....
Wheatland	....	4,500 00	50 00	4,550 00	4,550 00	....	....
Totals	$73,053 75	$193,028 00	$8,000 00	$274,081 75	$239,487 07	$34,594 68	$15,635 35

MONTGOMERY COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Amsterdam	....	$16,201 00	$450 00	$16,651 00	$16,272 69	$378 31	....
Canajoharie	$414 15	1,227 00	350 00	1,991 15	1,525 58	465 57	....
Florida	4,954 80	16,207 00	500 00	21,661 80	18,356 50	3,305 30	....
Glen	2,022 80	1,111 00	200 00	3,333 80	2,994 41	339 39	....
Mohawk	....	5,604 00	450 00	6,054 00	5,910 19	143 81	....
Root	....	608 00	400 00	1,008 00	519 59	488 41	....
Totals	$7,391 75	$40,958 00	$2,350 00	$50,699 75	$45,578 96	$5,120 7	....

NASSAU COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Oblition on contracts.
		State.	Town.				
Hempstead	....	$5,288 00	$550 00	$5,838 00	$5,838 00	....	....
North Hempstead	$5 20	1,694 00	400 00	2,099 20	1,158 84	$940 36	....
Oyster Bay	11 49	10,364 00	750 00	11,125 49	10,775 37	350 12	....
Total	$16 69	$17,346 00	$1,700 00	$19,062 69	$17,772 21	$1,290 48	....

NIAGARA COUNTY.

TOWN.	Balance n hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Lewiston		$3,240 00	$350 00	$3,590 00	$3,590 00		
Lockport	$178 80	1,549 00	150 00	1,877 80	1,827 24	$50 56	
Pendleton	92 00	907 00	100 00	1,099 00	1,099 00		
Royalton	852 00	124 00	450 00	1,426 00	795 30	630 70	
Wheatfield	383 63	1,455 00	200 00	2,038 63	2,038 63		
Totals	$1,506 43	$7,275 00	$1,250 00	$10,031 43	$9,350 17	$681 26	

ONEIDA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Augusta	$960 28	....	$300 00	$1,260 28	$1,260 28	....	....
Bridgewater	539 58	$118 00	200 00	857 58	857 58	....	....
Deerfield	517 13	13,000 00	200 00	13,717 13	13,717 13	....	$2,500 00
Floyd	832 15	732 00	150 00	1,714 15	1,714 15	....	....
Kirkland	856 50	539 00	100 00	1,495 50	1,495 50	....	....
Marcy	1,600 90	2,483 00	350 00	4,433 90	4,433 90	....	....
New Hartford	292 82	26,384 00	400 00	27,076 82	12,847 44	$14,229 38	19,177 19
Paris	677 57	75 00	250 00	1,002 57	980 42	22 15	....
Rome	489 70	2,197 00	....	2,686 70	2,686 70	....	....
Vernon	2,999 09	4,810 00	850 00	8,659 09	8,659 09	....	....
Western	246 00	129 00	200 00	575 00	575 00	....	....
Westmoreland	1,573 59	1,501 00	400 00	3,474 59	3,474 59	....	....
Whitestown	....	199 00	....	199 00	195 83	3 17	....
Totals	$11,585 31	$52,167 00	$3,400 00	$67,152 31	$52,897 61	$14,254 70	$21,677 19

ONONDAGA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Camillus	$692 69	$276 00	$200 00	$1,168 69	$995 28	$173 41	....
Cicero	....	405 00	....	405 00	16 00	389 00	....
DeWitt	319 50	3,367 00	400 00	4,086 50	3,578 44	508 06	....
Elbridge	....	2,859 00	250 00	3,109 00	1,502 98	1,606 02	....
Fabins	67	17,700 00	250 00	17,950 67	17,128 41	822 26	....
Geddes	1 10	568 00	50 00	619 10	156 15	462 95	....
Lafayette	110 00	171 00	50 00	331 00	24 75	306 25	....
Marcellus	366 60	3,691 00	100 00	4,157 60	4,157 60	....	....
Onondaga	54 02	2,832 00	150 00	3,036 02	1,568 56	1,467 46	....
Pompey	180 00	144 00	50 00	374 00	85 00	289 00	....
Skaneateles	1,503 60	7,997 00	450 00	9,950 60	9,053 49	897 11	....
Spafford	79 20	221 00	50 00	350 20	350 20	....	....
Tully	321 00	746 00	300 00	1,367 00	967 56	399 44	....
Totals	$3,628 38	$40,977 00	$2,300 00	$46,905 38	$39,584 42	$7,320 96	....

ONTARIO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Bristol	$1,835 69	$135 00	$50 00	$2,020 69	$2,020 69		
Canandaigua	9,411 17	3,546 00	350 00	13,307 17	13,307 17		
East Bloomfield	20,351 07	2,700 00	200 00	23,251 07	23,251 07		
Farmington	287 00	1,407 00	150 00	1,844 00	1,844 00		
Geneva	136 15	462 00	100 00	698 15	698 15		
Gorham	1,273 46	7,224 00	350 00	8,847 46	8,847 46		
Hopewell	10,012 78	3,192 00	300 00	13,504 78	13,504 78		
Manchester	383 00	174 00		557 00	150 00	$407 00	
Naples	2,963 02	4,983 00	200 00	8,146 02	8,146 02		
Phelps	82 00	337 00	150 00	569 00	569 00		
Richmond	205 36	6,858 00	250 00	7,313 36	7,313 36		
Seneca	6,791 39	4,152 00	700 00	11,643 39	11,643 39		
South Bristol	50 00			50 00		50 00	
Victor	953 39	1,662 00	250 00	2,865 39	2,865 39		
West Bloomfield		720 00	200 00	920 00	920 00		
Totals	$54,735 48	$37,552 00	$3,250 00	$95,537 48	$95,080 48	$457 00	

ORANGE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Oblition on contracts.
		State.	Town.				
Blooming Grove	$4,156 41	$44 00	$350 00	$4,550 41	$3,521 68	$1,028 73	....
Chester	4,285 98	2 00	100 00	4,387 98	1,503 31	2,884 67	....
Cornwall	15,710 16	175 00	450 00	16,335 16	11,241 20	5,093 96	....
Crawford	70	3,643 00	500 00	4,143 70	3,689 15	454 55	....
Deer Park	1 98	4,785 00	500 00	5,286 98	2,351 56	2,935 42	....
Goshen	2,404 81	3,154 00	600 00	6,158 81	6,158 81	....	....
Greenville	14 27	1,789 00	300 00	2,103 27	1,127 63	975 64	....
Hamptonburg	2,288 88	2,683 00	500 00	5,471 88	5,471 88	....	....
Minisink	27 98	2,655 00	300 00	2,982 98	2,620 47	362 51	....
Monroe	83 60	2,369 00	150 00	2,602 60	1,731 17	871 43	....
Montgomery	1,423 59	5,989 00	600 00	8,012 59	5,866 85	2,145 74	....
Mount Hope, Refund account	09 2 00	2,264 00	250 00	2,516 09	2,068 29	447 80	....
Newburgh	1,761 98	7,790 00	700 00	10,251 98	8,990 52	1,261 46	....
New Windsor	6,725 24	....	600 00	7,325 24	7,325 24	....	....
Walkill	17	3,211 00	350 00	3,561 17	3,271 18	289 99	....
Warwick	1,010 59	1,539 00	250 00	2,799 59	2,799 59	....	....
Wawayanda	1 34	4,440 00	550 00	4,991 34	4,991 34	....	....
Woodbury	7,284 77	....	450 00	7,734 77	7,734 77	....	....
Totals	$47,184 54	$46,532 00	$7,500 00	$101,216 54	$82,464 64	$18,751 90	....

ORLEANS COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Albion	....	$158 00	$50 00	$208 00	$208 00	....	....
Barry	....	158 00	100 00	258 00	258 00	....	....
Carleton, Refund account	$62 80 3 00	1,428 00	300 00	1,793 80	1,336 34	$457 46	....
Clarendon	....	990 00	250 00	1,240 00	1,240 00	....	....
Gaines	....	1,215 00	150 00	1,365 00	1,365 00	....	....
Kindall	242 00	524 00	300 00	1,066 00	1,066 00	....	....
Shelby	....	1,395 00	300 00	1,695 00	1,695 00	....	....
Totals	$307 80	$5,868 00	$1,450 00	$7,625 80	$7,168 34	$457 46	....

OSWEGO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Granby	$428 34	$2,363 00	$250 00	$3,041 34	$3,029 74	$11 60	....
Hastings	168 00	1,159 00	100 00	1,427 00	1,427 00	....	....
Oswego	45 70	1,276 00	350 00	1,671 70	1,671 70	....	....
Schroeppel	....	157 00	100 00	257 00	257 00	....	....
Scriba	179 06	3,187 00	250 00	3,616 06	3,549 98	66 08	....
Volney	380 00	....	100 00	480 00	480 00	....	....
Totals	$1,201 10	$8,142 00	$1,150 00	$10,493 10	$10,415 42	$77 68	....

OTSEGO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Burlington	....	$527 00	$100 00	$627 00	$627 00	....	....
Butternuts	7 80	22,400 00	350 00	22,757 80	19,207 28	$3,550 52	$2,857 71
Edmeston, Refund account	691 42 72 00	208 00	150 00	1,125 42	1,125 42	....	....
Maryland	2 83	1,823 00	200 00	2,025 83	2,025 83	....	....
Middlefield	....	200 00	....	20 00	....	20 00	....
Milford	219 51	3,132 00	400 00	3,751 51	1,515 62	2,235 89	....
Morris	94 47	636 00	200 00	930 47	930 47	....	....
Oneonta	15 65	2,213 00	300 00	2,528 65	2,528 65	....	....
Otego	1 20	2,204 00	250 00	2,455 20	1,521 95	933 25	....
Otsego	....	225 00	150 00	375 00	....	375 00	....
Richfield	137 01	51 00	50 00	238 01	234 77	3 24	....
Unadilla	....	334 00	....	334 00	....	334 00	....
Worcester	....	540 00	50 00	590 00	590 00	....	....
Totals	$1,241 89	$34,317 00	$2,200 00	$37,758 89	$30,306 99	$7,451 90	$2,857 71

PUTNAM COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Carmel	$305 75	$3,881 00	$350 00	$4,536 75	$4,406 75	$130 00	....
Kent	....	1,993 00	200 00	2,193 00	1,870 13	322 87	....
Patterson	....	457 00	200 00	657 00	602 45	54 55	....
Total	$305 75	$6,331 00	$750 00	$7,386 75	$6,879 33	$507 42	....

RENSSELAER COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Brunswick	$1,290 76	$20,105 00	$750 00	$22,145 76	$13,709 80	$8,435 96	$9,102 86
East Greenbush	204 40	4,938 00	450 00	5,592 40	5,592 40	....	....
Hoosick	22	1,420 00	450 00	1,870 22	1,491 48	378 74	....
Nassau	2,772 76	7,685 00	700 00	11,157 76	7,856 07	3,301 69	....
North Greenbush	3,759 80	13,797 00	500 00	18,056 80	14,004 27	4,052 53	2,036 41
Pittstown	290 80	990 00	300 00	1,580 80	1,410 82	169 98	....
Poestenkill	1,743 05	....	350 00	2,093 05	1,874 47	218 58	....
Sand Lake	1,963 64	4,916 00	300 00	7,179 64	7,179 64	....	....
Schaghticoke	61 00	356 00	100 00	517 00	517 00	....	....
Schodack	14 88	991 00	50 00	1,055 88	1,055 88	....	....
Totals	$12,101 31	$55,198 00	$3,950 00	$71,249 31	$54,691 83	$16,557 48	$11,139 27

ROCKLAND COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli-tion on contracts.
		State.	Town.				
Clarkstown	$2 20	$2,867 00	$200 00	$3,069 20	$3,069 20	....	....
Ramapo	70	2,558 00	400 00	2,958 70	2,958 70	....	....
Stony Point	1 13	3,388 00	450 00	3,839 13	3,839 13	....	....
Totals	$4 03	$8,813 00	$1,050 00	$9,867 03	$9,867 03	....	....

ST. LAWRENCE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Lisbon	....	$1,975 00	$250 00	$2,225 00	$2,225 00	....	....
Louisville	....	3,690 00	400 00	4,090 00	1,547 97	$2,542 03	....
Massena	....	256 00	50 00	306 00	....	306 00	....
Oswegatchie	....	1,782 00	200 00	1,982 00	1,643 83	338 17	....
Totals	....	$7,703 00	$900 00	$8,603 00	$5,416 80	$3,186 20	....

MONROE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	Appropriated.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Brighton	$8,353 01	$32,283 00	$650 00	$41,286 01	$37,581 53	$3,704 48	....
Chili	4,406 62	39,207 00	950 00	44,563 62	39,418 21	5,145 41	....
Clarkson	10,716 44	20,055 00	400 00	31,171 44	16,587 51	14,583 93	$13,520 90
Gates, Refund account	438 24 13 16	4,727 00	650 00	5,828 40	5,828 40	....	....
Greece, Refund account	241 50	19,800 00	900 00	20,941 50	20,941 50	....	....
Hamlin	1,260 15	21,411 00	600 00	23,271 15	23,271 15	....	....
Henrietta	41	2,286 00	200 00	2,486 41	1,121 08	1,365 33	....
Irondequoit	13,768 41	....	250 00	14,018 41	13,863 48	154 93	....
Mendon	....	515 00	150 00	665 00	665 00	....	....
Ogden	176 00	549 00	100 00	825 00	825 00	....	....
Parma	....	5,562 00	550 00	6,112 00	4,150 54	1,961 46	....
Penfield	15,670 65	17,388 00	950 00	34,008 65	30,035 84	3,972 81	....
Perington	4,782 56	292 00	100 00	5,174 56	4,410 75	763 81	....
Pittsford	9,860 16	9,882 00	800 00	20,542 16	20,542 16	....	....
Riga	....	1,215 00	250 00	1,465 00	1,464 85	15	....
Sweden	3,235 52	8,910 00	100 00	12,245 52	10,885 55	1,359 97	2,114 45
Webster, Refund account	92 130 00	4,446 00	350 00	4,926 92	3,344 52	1,582 40	....
Wheatland	....	4,500 00	50 00	4,550 00	4,550 00	....	....
Totals	$73,053 75	$193,028 00	$8,000 00	$274,081 75	$239,487 07	$34,594 68	$15,635 35

MONTGOMERY COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Amsterdam		$16,201 00	$450 00	$16,651 00	$16,272 69	$378 31	
Canajoharie	$414 15	1,227 00	350 00	1,991 15	1,525 58	465 57	
Florida	4,954 80	16,207 00	500 00	21,661 80	18,356 50	3,305 30	
Glen	2,022 80	1,111 00	200 00	3,333 80	2,994 41	339 39	
Mohawk		5,604 00	450 00	6,054 00	5,910 19	143 81	
Root		608 00	400 00	1,008 00	519 59	488 41	
Totals	$7,391 75	$40,958 00	$2,350 00	$50,699 75	$45,578 96	$5,120 7	

NASSAU COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Hempstead		$5,288 00	$550 00	$5,838 00	$5,838 00		
North Hempstead	$5 20	1,694 00	400 00	2,099 20	1,158 84	$940 36	
Oyster Bay	11 49	10,364 00	750 00	11,125 49	10,775 37	350 12	
Total	$16 69	$17,346 00	$1,700 00	$19,062 69	$17,772 21	$1,290 48	

NIAGARA COUNTY.

TOWN.	Balance n hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Lewiston	....	$3,240 00	$350 00	$3,590 00	$3,590 00	....	....
Lockport	$178 80	1,549 00	150 00	1,877 80	1,827 24	$50 56	....
Pendleton	92 00	907 00	100 00	1,099 00	1,099 00	....	....
Royalton	852 00	124 00	450 00	1,426 00	795 30	630 70	....
Wheatfield	383 63	1,455 00	200 00	2,038 63	2,038 63	....	....
Totals	$1,506 43	$7,275 00	$1,250 00	$10,031 43	$9,350 17	$681 26	....

ONEIDA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Augusta	$960 28	....	$300 00	$1,260 28	$1,260 28	....	....
Bridgewater	539 58	$118 00	200 00	857 58	857 58	....	....
Deerfield	517 13	13,000 00	200 00	13,717 13	13,717 13	....	$2,500 00
Floyd	832 15	732 00	150 00	1,714 15	1,714 15	....	....
Kirkland	856 50	539 00	100 00	1,495 50	1,495 50	....	....
Marcy	1,600 90	2,483 00	350 00	4,433 90	4,433 90	....	....
New Hartford	292 82	26,384 00	400 00	27,076 82	12,847 44	$14,229 38	19,177 19
Paris	677 57	75 00	250 00	1,002 57	980 42	22 15	....
Rome	489 70	2,197 00	....	2,686 70	2,686 70	....	....
Vernon	2,999 09	4,810 00	850 00	8,659 09	8,659 09	....	....
Western	246 00	129 00	200 00	575 00	575 00	....	....
Westmoreland	1,573 59	1,501 00	400 00	3,474 59	3,474 59	....	....
Whitestown	....	199 00	....	199 00	195 83	3 17	....
Totals	$11,585 31	$52,167 00	$3,400 00	$67,152 31	$52,897 61	$14,254 70	$21,677 19

ONONDAGA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Camillus	$692 69	$276 00	$200 00	$1,168 69	$995 28	$173 41	....
Cicero	....	405 00	....	405 00	16 00	389 00	....
DeWitt	319 50	3,367 00	400 00	4,086 50	3,578 44	508 06	....
Elbridge	....	2,859 00	250 00	3,109 00	1,502 98	1,606 02	....
Fabins	67	17,700 00	250 00	17,950 67	17,128 41	822 26	....
Geddes	1 10	568 00	50 00	619 10	156 15	462 95	....
Lafayette	110 00	171 00	50 00	331 00	24 75	306 25	....
Marcellus	366 60	3,691 00	100 00	4,157 60	4,157 60	....	....
Onondaga	54 02	2,832 00	150 00	3,036 02	1,568 56	1,467 46	....
Pompey	180 00	144 00	50 00	374 00	85 00	289 00	....
Skaneateles	1,503 60	7,997 00	450 00	9,950 60	9,053 49	897 11	....
Spafford	79 20	221 00	50 00	350 20	350 20	....	....
Tully	321 00	746 00	300 00	1,367 00	967 56	399 44	....
Totals	$3,628 38	$40,977 00	$2,300 00	$46,905 38	$39,584 42	$7,320 96	....

ONTARIO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Bristol	$1,835 69	$135 00	$50 00	$2,020 69	$2,020 69	....	....
Canandaigua	9,411 17	3,546 00	350 00	13,307 17	13,307 17	....	....
East Bloomfield	20,351 07	2,700 00	200 00	23,251 07	23,251 07	....	....
Farmington	287 00	1,407 00	150 00	1,844 00	1,844 00	....	....
Geneva	136 15	462 00	100 00	698 15	698 15	....	....
Gorham	1,273 46	7,224 00	350 00	8,847 46	8,847 46	....	....
Hopewell	10,012 78	3,192 00	300 00	13,504 78	13,504 78	....	....
Manchester	383 00	174 00	....	557 00	150 00	$407 00	....
Naples	2,963 02	4,983 00	200 00	8,146 02	8,146 02	....	....
Phelps	82 00	337 00	150 00	569 00	569 00	....	....
Richmond	205 36	6,858 00	250 00	7,313 36	7,313 36	....	....
Seneca	6,791 39	4,152 00	700 00	11,643 39	11,643 39	....	....
South Bristol	50 00	....	....	50 00	....	50 00	....
Victor	953 39	1,662 00	250 00	2,865 39	2,865 39	....	....
West Bloomfield	....	720 00	200 00	920 00	920 00	....	....
Totals	$54,735 48	$37,552 00	$3,250 00	$95,537 48	$95,080 48	$457 00	....

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ORANGE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli-tion on contracts.
		State.	Town.				
Blooming Grove	$4,156 41	$44 00	$350 00	$4,550 41	$3,521 68	$1,028 73	....
Chester	4,285 98	2 00	100 00	4,387 98	1,503 31	2,884 67	....
Cornwall	15,710 16	175 00	450 00	16,335 16	11,241 20	5,093 96	....
Crawford	70	3,643 00	500 00	4,143 70	3,689 15	454 55	....
Deer Park	1 98	4,785 00	500 00	5,286 98	2,351 56	2,935 42	....
Goshen	2,404 81	3,154 00	600 00	6,158 81	6,158 81	....	....
Greenville	14 27	1,789 00	300 00	2,103 27	1,127 63	975 64	....
Hamptonburg	2,288 88	2,683 00	500 00	5,471 88	5,471 88	....	....
Minisink	27 98	2,655 00	300 00	2,982 98	2,620 47	362 51	....
Monroe	83 60	2,369 00	150 00	2,602 60	1,731 17	871 43	....
Montgomery	1,423 59	5,989 00	600 00	8,012 59	5,866 85	2,145 74	....
Mount Hope, Refund account	09 2 00	2,264 00	250 00	2,516 09	2,068 29	447 80	....
Newburgh	1,761 98	7,790 00	700 00	10,251 98	8,990 52	1,261 46	....
New Windsor	6,725 24	....	600 00	7,325 24	7,325 24	....	....
Walkill	17	3,211 00	350 00	3,561 17	3,271 18	289 99	....
Warwick	1,010 59	1,539 00	250 00	2,799 59	2,799 59	....	....
Wawayanda	1 34	4,440 00	550 00	4,991 34	4,991 34	....	....
Woodbury	7,284 77	....	450 00	7,734 77	7,734 77	....	....
Totals	$47,184 54	$46,532 00	$7,500 00	$101,216 54	$82,464 64	$18,751 90	....

ORLEANS COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Albion		$158 00	$50 00	$208 00	$208 00		
Barry		158 00	100 00	258 00	258 00		
Carleton, Refund account	$62 80 3 00	1,428 00	300 00	1,793 80	1,336 34	$457 46	
Clarendon		990 00	250 00	1,240 00	1,240 00		
Gaines		1,215 00	150 00	1,365 00	1,365 00		
Kindall	242 00	524 00	300 00	1,066 00	1,066 00		
Shelby		1,395 00	300 00	1,695 00	1,695 00		
Totals	$307 80	$5,868 00	$1,450 00	$7,625 80	$7,168 34	$457 46	

OSWEGO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Granby	$428 34	$2,363 00	$250 00	$3,041 34	$3,029 74	$11 60	....
Hastings	168 00	1,159 00	100 00	1,427 00	1,427 00	....	....
Oswego	45 70	1,276 00	350 00	1,671 70	1,671 70	....	....
Schroeppel	....	157 00	100 00	257 00	257 00	....	....
Scriba	179 06	3,187 00	250 00	3,616 06	3,549 98	66 08	....
Volney	380 00	....	100 00	480 00	480 00	....	....
Totals	$1,201 10	$8,142 00	$1,150 00	$10,493 10	$10,415 42	$77 68	....

OTSEGO COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Burlington	....	$527 00	$100 00	$627 00	$627 00	....	....
Butternuts	7 80	22,400 00	350 00	22,757 80	19,207 28	$3,550 52	$2,857 71
Edmeston, Refund account	691 42 72 00	208 00	150 00	1,125 42	1,125 42	....	....
Maryland	2 83	1,823 00	200 00	2,025 83	2,025 83	....	....
Middlefield	....	200 00	....	20 00	....	20 00	....
Milford	219 51	3,132 00	400 00	3,751 51	1,515 62	2,235 89	....
Morris	94 47	636 00	200 00	930 47	930 47	....	....
Oneonta	15 65	2,213 00	300 00	2,528 65	2,528 65	....	....
Otego	1 20	2,204 00	250 00	2,455 20	1,521 95	933 25	....
Otsego	....	225 00	150 00	375 00	....	375 00	....
Richfield	137 01	51 00	50 00	238 01	234 77	3 24	....
Unadilla	....	334 00	....	334 00	....	334 00	....
Worcester	....	540 00	50 00	590 00	590 00	....	....
Totals	$1,241 89	$34,317 00	$2,200 00	$37,758 89	$30,306 99	$7,451 90	$2,857 71

PUTNAM COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Carmel	$305 75	$3,881 00	$350 00	$4,536 75	$4,406 75	$130 00	....
Kent	....	1,993 00	200 00	2,193 00	1,870 13	322 87	....
Patterson	....	457 00	200 00	657 00	602 45	54 55	....
Total	$305 75	$6,331 00	$750 00	$7,386 75	$6,879 33	$507 42	....

RENSSELAER COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Brunswick	$1,290 76	$20,105 00	$750 00	$22,145 76	$13,709 80	$8,435 96	$9,102 86
East Greenbush	204 40	4,938 00	450 00	5,592 40	5,592 40	....	....
Hoosick	22	1,420 00	450 00	1,870 22	1,491 48	378 74	....
Nassau	2,772 76	7,685 00	700 00	11,157 76	7,856 07	3,301 69	....
North Greenbush	3,759 80	13,797 00	500 00	18,056 80	14,004 27	4,052 53	2,036 41
Pittstown	290 80	990 00	300 00	1,580 80	1,410 82	169 98	....
Poestenkill	1,743 05	....	350 00	2,093 05	1,874 47	218 58	....
Sand Lake	1,963 64	4,916 00	300 00	7,179 64	7,179 64	....	....
Schaghticoke	61 00	356 00	100 00	517 00	517 00	....	....
Schodack	14 88	991 00	50 00	1,055 88	1,055 88	....	....
Totals	$12,101 31	$55,198 00	$3,950 00	$71,249 31	$54,691 83	$16,557 48	$11,139 27

ROCKLAND COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli-tion on contracts.
		State.	Town.				
Clarkstown	$2 20	$2,867 00	$200 00	$3,069 20	$3,069 20	....	....
Ramapo	70	2,558 00	400 00	2,958 70	2,958 70	....	....
Stony Point	1 13	3,388 00	450 00	3,839 13	3,839 13	....	....
Totals	$4 03	$8,813 00	$1,050 00	$9,867 03	$9,867 03	....	....

ST. LAWRENCE COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Lisbon	....	$1,975 00	$250 00	$2,225 00	$2,225 00	....	....
Louisville	....	3,690 00	400 00	4,090 00	1,547 97	$2,542 03	....
Massena	....	256 00	50 00	306 00	....	306 00	....
Oswegatchie	....	1,782 00	200 00	1,982 00	1,643 83	338 17	....
Totals	....	$7,703 00	$900 00	$8,603 00	$5,416 80	$3,186 20	....

SARATOGA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Greenfield	$15 50	$3,676 00	$400 00	$4,091 50	$4,091 50	....	....
Half Moon	2,244 08	15,180 00	250 00	17,674 08	13,511 43	$4,162 65	$910 37
Milton	25 80	299 00	50 00	374 80	374 80	....	....
Moreau	1,545 06	19,842 00	400 00	21,787 06	15,847 25	5,939 81	....
Saratoga	49 38	2,812 00	300 00	3,161 38	2,841 46	319 92	....
Saratoga Springs	48	4,289 00	450 00	4,739 48	4,739 48	....	....
Stillwater	12	1,072 00	100 00	1,172 12	1,172 12	....	....
Waterford	985 30	2,052 00	150 00	3,187 30	1,965 21	1,222 09	....
Wilton	2 50	4,103 00	650 00	4,755 50	4,755 50	....	....
Totals	$4,868 22	$53,325 00	$2,750 00	$60,943 22	$49,298 75	$11,644 47	$910 37

SCHENECTADY COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli-tion on contracts.
		State.	Town.				
Duanesburg	$231 80	$1,084 00	$100 00	$1,415 80	$632 20	$783 00	....
Niskayuna	19	3,587 00	300 00	3,887 19	3,887 19	....	....
Princetown	28 24	44 00	....	72 24	9 30	62 94	....
Rotterdam	3,413 94	3,394 00	950 00	7,757 94	7,757 94	....	....
Totals	$3,674 17	$8,109 00	$1,350 00	$13,133 17	$12,286 63	$846 54	....

SENECA COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Fayette	....	$675 00	$250 00	$925 00	$730 60	$194 40	....
Seneca Falls	$2 00	223 00	100 00	325 00	325 00	....	....
Totals	$2 00	$898 00	$350 00	$1,250 00	$1,055 60	$194 40	....

STEUBEN COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Bath	....	$99 00	$50 00	$149 00	$147 06	$1 94	....
Corning	$1 32	1,610 00	200 00	1,811 32	1,811 32	....	....
Totals	$1 32	$1,709 00	$250 00	$1,960 32	1,958 38	$1 94	....

SUFFOLK COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Babylon	$74 67	$2,507 00	$200 00	$2,781 67	$2,781 67	....	....
Huntington	....	793 00	500 00	1,293 00	1,158 80	$134 20	....
Islip	2 25	2,587 00	200 00	2,789 25	2,686 64	102 61	....
Southampton	1 28	3,323 00	400 00	3,724 28	3,651 57	72 71	....
Totals	$78 20	$9,210 00	$1,300 00	$10,588 20	$10,278 68	$309 52	....

SULLIVAN COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Callicoon	$21 05	$1,844 00	$250 00	$2,115 05	$2,115 05	...	...
Cochecton	...	127 00	50 00	177 00	...	$177 00	...
Delaware	...	688 00	250 00	938 00	348 00	590 00	...
Liberty	...	5,025 00	350 00	5,375 00	5,375 00	...	...
Totals	$21 05	$7,684 00	$900 00	$8,605 05	$7,838 05	$767 00	...

TOMPKINS COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Oblition on contracts.
		State.	Town.				
Caroline	...	$861 00	$200 00	$1,061 00	$1,061 00	...	...
Dryden	$29 55	1,001 00	300 00	1,330 55	1,330 55	...	...
Ithaca	2,460 47	4,767 00	700 00	7,927 47	7,927 47	...	...
Lansing	45 90	229 00	100 00	374 90	271 90	$103 00	...
Ulysses	150 60	2,525 00	300 00	2,975 60	2,975 60	...	...
Totals	$2,686 52	$9,383 00	$1,600 00	$13,669 52	$13,566 52	$103 00	...

ULSTER COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Esopus	$1,173 01	$9,572 00	$250 00	$10,995 01	$10,994 01	$1 00	....
Lloyd	82	4,283 00	350 00	4,633 82	4,633 82	....	....
Marbletown	214 42	1,874 00	400 00	2,488 42	2,367 44	120 98	....
New Paltz	....	904 00	150 00	1,054 00	1,054 00	....	....
Olive	5,941 67	11,262 00	200 00	17,403 67	17,079 67	324 00	....
Plattekill	129 00	1,540 00	350 00	2,019 00	2,019 00	....	....
Rochester	30 15	1,470 00	350 00	1,850 15	1,425 06	425 09	....
Rosendale	24 00	1.566 00	250 00	1,840 00	1,397 21	442 79	....
Saugerties	50 60	38,015 00	550 00	38,615 60	38,615 60	....	....
Shandaken	....	13,676 00	800 00	14.476 00	14,476 00	....	....
Ulster, Refund account	31 98 18 00	7,274 00	500 00	7,823 98	7,823 98	....	....
Wawarsing	4,641 47	10,990 00	350 00	15,981 47	15,981 47	....	....
Woodstock	....	27,319 00	200 00	27,519 00	24,670 09	2,848 91	....
Totals	$12,255 12	$129,745 00	$4,700 00	$146,700 12	$142,537 35	$4,162 77	....

WARREN COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts
		State.	Town.				
Bolton	$21 62	$3,946 00	$300 00	$4,267 62	$3,760 79	$506 83	....
Caldwell	....	3,336 00	350 00	3,686 00	3,616 43	69 57	....
Chester	594 69	35,540 00	300 00	36,434 69	15,418 64	21,016 05	$23,940 79
Queensbury	....	2,214 00	350 00	2,564 00	2,564 00	....	....
Totals	$616 31	$45,036 00	$1,300 00	$46,952 31	$25,359 86	$21,592 45	$23,940 79

WASHINGTON COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Ft. Edward	$240 50	$368 00	$50 00	$658 50	$658 50	....	....
Granville	2,524 25	6,208 00	250 00	8,982 25	8,862 02	$120 23	....
Kingsbury	940 63	....	250 00	1,190 63	1,089 10	101 53	....
White Creek	362 69	1,465 00	350 00	2,177 69	1,874 04	303 65	....
Whitehall	....	322 00	....	322 00	196 00	126 00	....
Totals	$4,068 07	$8,363 00	$900 00	$13,331 07	$12,679 66	$651 41	....

WESTCHESTER COUNTY.

TOWN.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Bedford	$16,073 06	$55,215 00	$450 00	$71,738 06	$54,106 09	$17,631 97	$21,452 38
Cortlandt	6 41	5,029 00	400 00	5,435 41	5,435 41	....	....
Greenburg	3,220 86	7,204 00	450 00	10,874 86	10,874 86	....	....
Harrison	60 70	2,354 00	150 00	2,564 70	2,564 70	....	....
Lewisboro	4,103 88	23,822 00	200 00	28,125 88	796 35	27,329 53	25,258 81
Mamaroneck	2,758 81	616 00	50 00	3,424 81	3,424 81	....	....
Mount Pleasant	2,465 74	5,294 00	450 00	8,209 74	8,209 74	....	....
New Castle	9,794 72	32,405 00	750 00	42,949 72	39,828 17	3,121 55	6,900 00
North Castle	27,434 97	43,529 00	450 00	71,413 97	42,551 42	28,862 55	25,806 09
North Salem	1,305 47	989 00	500 00	2,794 47	2,794 47	....	....
Ossining	1,736 69	809 00	100 00	2,645 69	2,645 69	....	....
Poundridge	293 51	2,106 00	....	2,399 51	23 03	2,376 48	1,732 00
Scarsdale	2,262 19	2,196 00	50 00	4,508 19	4,460 81	47 38	....
Somers	1,142 45	17,193 00	700 00	19,035 45	14,574 46	4,460 99	5,200 00
Yorktown	740 53	24,907 00	800 00	26,447 53	14,605 86	11,841 67	12,300 00
Totals	$73,399 99	$223,668 00	$5,500 00	$302,567 99	$206,895 87	$95,672 12	$98,649 28

SUMMARY.

COUNTIES.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obli- tion on contracts.
		State.	Town.				
Albany	$5,033 42	$75,735 00	$4,900 00	$85,668 42	$80,854 52	$4,813 90	$4,153 94
Broome	14,636 93	16,082 00	3,000 00	33,718 93	29,632 70	4,086 23	....
Cattaraugus	81	6,650 00	100 00	6,750 81	6,750 81	....	....
Cayuga	2,292 64	34,826 00	2,250 00	39,368 64	38,284 22	1,084 42	....
Chautauqua	132 10	219 00	50 00	401 10	219 82	181 28	....
Chemung	13,593 23	10,493 00	1,550 00	25,636 23	22,961 85	2,674 38	....
Chenango	21,411 84	23,684 00	1,950 00	47,045 84	32,721 40	14,324 44	3,311 33
Clinton	43,066 70	27,788 00	2,850 00	73,704 70	61,879 33	11,825 37	....
Columbia	7,148 53	9,901 00	1,450 00	18,499 53	17,360 63	1,138 90	....
Cortland	1,444 25	14,731 00	1,800 00	17,975 25	15,068 65	2,906 60	....
Delaware	8,087 40	5,641 00	800 00	14,528 40	8,235 28	6,293 12	....
Dutchess	1,713 36	29,357 00	3,450 00	34,520 36	31,207 81	3,312 55	....
Erie	174,143 84	185,977 00	8,000 00	368,120 84	240,396 40	127,724 44	94,579 50
Essex	338 90	6,887 00	1,150 00	8,375 90	8,161 90	214 00	....
Franklin	74 83	2,649 00	750 00	3,473 83	2,989 58	484 25	....
Fulton	2,742 36	47,303 00	2,050 00	52,095 36	50,369 71	1,725 65	....
Genesee	3 80	1,076 00	300 00	1,379 80	1,343 55	36 25	....
Greene	1 33	4,111 00	550 00	4,662 33	4,662 33	....	....
Hamilton	....	270 00	150 00	420 00	420 00	....	....
Herkimer	122 14	19,208 00	1,950 00	21,280 14	21,089 32	190 82	....
Jefferson	33,569 75	30,876 00	3,350 00	67,795 75	52,706 50	15,089 25	....
Livingston	702 00	2,320 00	1,000 00	4,022 00	3,433 22	588 78	....
Madison	938 20	4,879 00	750 00	6,567 20	5,477 49	1,089 71	....
Monroe	73,053 75	193,028 00	8,000 00	274,081 75	239,487 07	34,594 68	15,635 35
Montgomery	7,391 75	40,958 00	2,350 00	50,699 75	45,578 96	5,120 79	....
Nassau	16 69	17,346 00	1,700 00	19,062 69	17,772 21	1,290 48	....
Niagara	1,506 43	7,275 00	1,250 00	10,031 43	9,350 17	681 26	....
Oneida	11,585 31	52,167 00	3,400 00	67,152 31	52,897 61	14,254 70	21,677 19
Onondaga	3,628 38	40,977 00	2,300 00	46,905 38	39,584 42	7,320 96	....
Ontario	54,735 48	37,552 00	3,250 00	95,537 48	95,080 48	457 00	....
Orange	47,184 54	46,532 00	7,500 00	101,216 54	82,464 64	18,751 90	....
Orleans	307 80	5,868 00	1,450 00	7,625 80	7,168 34	457 46	....
Oswego	1,201 10	8,142 00	1,150 00	10,493 10	10,415 42	77 68	....
Otsego	1,241 89	34,317 00	2,200 00	37,758 89	30,306 99	7,451 90	2,857 71

SUMMARY.—Concluded.

COUNTIES.	Balance in hands of county treasurer December 31, 1909. Also refunds 1910.	APPROPRIATED.		Total.	Expended.	Balance in hands of county treasurer December 31, 1910.	Obligation on contracts.
		State.	Town.				
Putnam	$305 75	$6,331 00	$750 00	$7,386 75	$6,879 33	$507 42	....
Rensselaer	12,101 31	55,198 00	3,950 00	71,249 31	54,691 83	16,557 48	$11 139 27
Rockland	4 03	8,813 00	1,050 00	9,867 03	9,867 03	....	....
St. Lawrence	....	7,703 00	900 00	8,603 00	5,416 80	3,186 20	....
Saratoga	4,868 22	53,325 00	2,750 00	60,943 22	49,298 75	11,644 47	910 37
Schenectady	3,674 17	8,109 00	1,350 00	13,133 17	12,286 63	846 54	....
Seneca	2 00	898 00	350 00	1,250 00	1,055 60	194 40	....
Steuben	1 32	1,709 00	250 00	1,960 32	1,958 38	1 94	....
Suffolk	78 20	9,210 00	1,300 00	10,588 20	10,278 68	309 52	....
Sullivan	21 05	7,684 00	900 00	8,605 05	7,838 05	767 00	....
Tompkins	2,686 52	9,383 00	1,600 00	13,669 52	13,566 52	103 00	....
Ulster	12,255 12	129,745 00	4,700 00	146,700 12	142,537 35	4,162 77	....
Warren	616 31	45,036 00	1,300 00	46,952 31	25,359 86	21,592 45	23,940 79
Washington	4,068 07	8,363 00	900 00	13,331 07	12,679 66	651 41	....
Westchester	73,399 99	223,668 00	5,500 00	302,567 99	206,895 87	95,672 12	98,649 28
Totals	$647,133 54	$1,620,000 00	$106,250 00	$2,373,383 54	$1,926,943 67	$446,439 87	$276,854 73

APPENDIX C.

Report of Second Deputy Regarding the Supervision of Town Roads.

APPENDIX C.

REPORT OF SECOND DEPUTY REGARDING THE SUPERVISION OF TOWN ROADS.

To the State Commission of Highways, Albany:

Sirs.— I have the honor to transmit herewith the second annual report of the Bureau of Town Highways for the fiscal year ending October 31, 1910.

By reference to the first annual report of this bureau, it will be noticed that in accordance with your directions, rules and regulations were formulated for the guidance of town and county officials and published as extracts to Bulletin No. 1, and that these extracts in each instance, were forwarded to the county and town officials of the State, being directions for the guidance of county superintendents, supervisors, town superintendents and town clerks. Other pamphlets, or extracts, were prepared treating with other subjects demanding the attention of those officers, which were furnished them; all of which were the more important features of Bulletin No. 1, which is now ready for distribution.

In the preparation of Bulletin No. 1 particular attention is given to the various subjects relating to the organization and plans of the Commission so far as they relate to the bureau of town highways and the administration of the laws relating to the improvement, repair and maintenance of town highways and bridges, the rules and regulations for the guidance of various town and county officials and the Highway Law annotated and with digest of opinions of the Attorney-General, which, from time to time were called for. In the preparation of this bulletin great care has been taken to supply a positive demand on the part of all interested in highway improvement with a hand-book, or, in other words, a book for ready reference, and the book has been named the "Road Red Book."

In accordance with the provisions of subdivision 9 of section 15, public meetings were held in each district or county of the State for the purpose of furnishing such general information and instruction as seemed necessary. In each instance there were two sessions; at the first session the provisions of the Highway

Law were carefully defined and the rule and regulations of the department were properly explained. At the second session the time was occupied by an illustrated stereopticon lecture. These meetings were extremely interesting as, in the conduct of same local officers took an active part and expressed their views and wishes relative to the conduct of highway work in their locality. It is the purpose of the bureau to conduct meetings of a like character during the coming year, but enlarged to the extent that local authorities will be requested to take a still more active part, which will unquestionably produce a more active interest.

A uniform system of town accounts prescribed by the Commission seems to have been in the main satisfactory, and in the 934 towns of the State less than a dozen instances have been found where there was a disposition on the part of either the supervisor or the town superintendent to practice careless methods or to fail to comply fully with the directions of the Commission in relation thereto.

The detail work of the bureau has been greatly simplified during the past year and expenses reduced by inaugurating a system of promulgating directions to town officials through the county superintendents of the various counties of the State, and also by adopting a rule that all reports of whatsoever kind and nature from the town officials, be transmitted to this office through the county superintendent, thus enabling the latter to check and correct same, saving that detail work in the Albany office. This system has also proved to be a prominent factor in expediting the transmission of reports to this bureau, thus enabling the tabulation of figures, etc., several months earlier than heretofore.

It was found necessary to increase the field force of the bureau by the addition of one man. The State has been divided into ten districts in each of which the Commission is represented by a district supervisor. The State has been subdivided as equally as possible, taking into consideration the expense to be incurred, the mileage and the number of towns to be inspected and audited. Each district supervisor has been required to systematically inspect the highway work of the towns within his district, to aid and assist the county superintendent in the performance of his duties, in giving directions and advice to the town officials, to investigate complaints and report and to examine and audit and report the condition of highway accounts of each town.

In the fifty-seven counties of the State under the jurisdiction of this Commisson, fifty-six county superintendents have been appointed by the boards of supervisors and one county superintendent has been appointed by the Commission as provided by staturte. These county superintendents have been untiring in their efforts to systematize the highway work of their counties and to aid and assist the Commission in enforcing the law and the compliance with the rules and regulations prescribed.

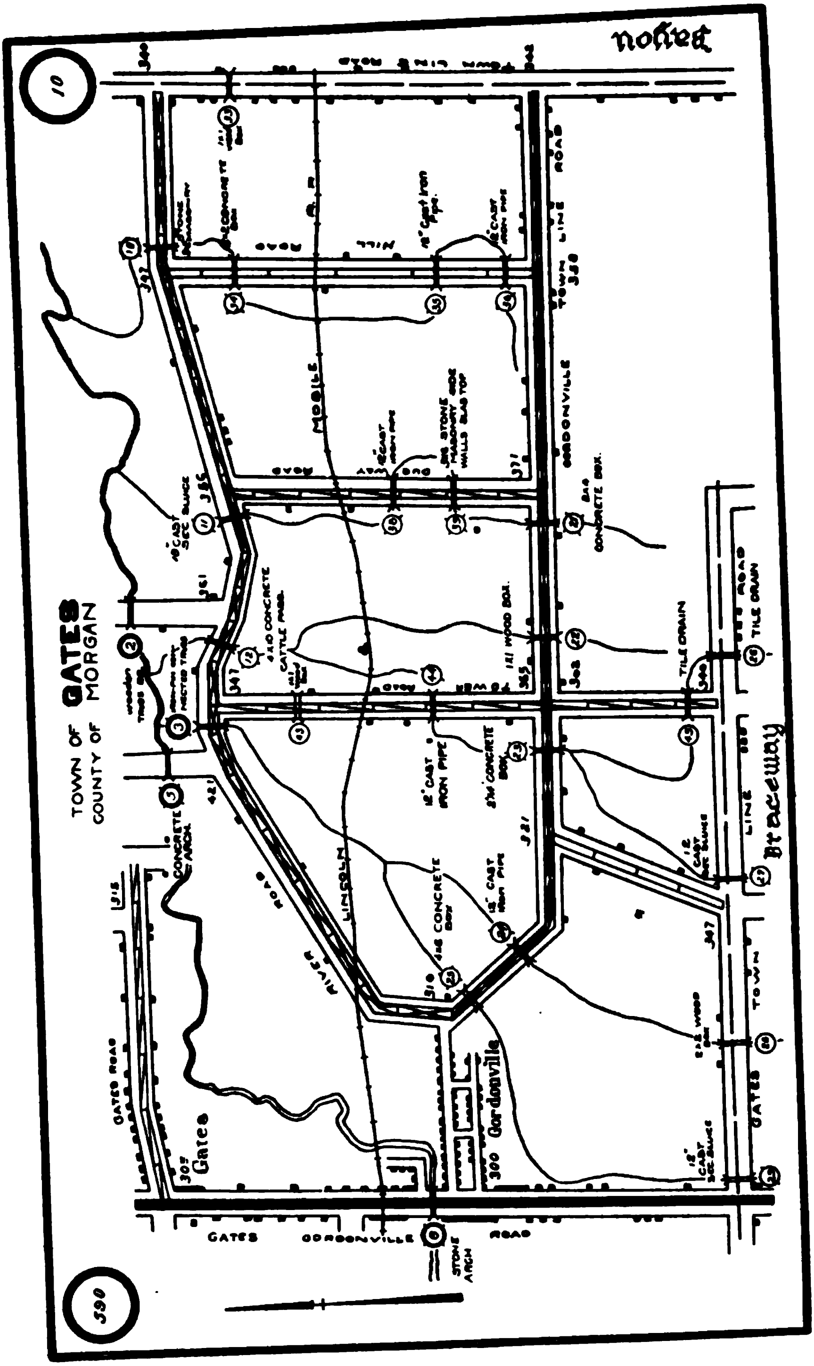
In accordance with a resolution adopted by the county superintendents which provided that it was their wish that the Commission provide for a conference at Albany in January of each year and at such other places as the Commission might determine in June of each year, the Commission called the January conference at Albany on January 25 and 26, 1910, and the June conference at Rochester on June 29 and 30, 1910. The proceedings of these meetings were published in full. Probably the most interesting, instructive and advantageous conference was the June meeting at Rochester at which time it was planned, through the courtesy of County Superintendent McClintock and the board of supervisors of Monroe county and with the aid and assistance of the Automobile Club of Rochester, to make an inspection and study trip of two days, and each county superintendent was given the privilege of inviting members of his board of supervisors to accompany him in order that a more comprehensive understanding might be had of the work already completed and in process in counties in the western part of the State.

It would not be fitting in this report to merely pass over that event without making the statement that had it not been for the untiring efforts of President Henry G. Strong and Secretary Bert Van Tuyl of the Automobile Club of Rochester, this inspection and study trip could not have been made, and were it possible for those gentlemen or the individual members of the club to note the generally improved conditions of the public thoroughfares in other parts of the State as a result of their courtesy in supplying the means of transportation, I believe that they would feel amply repaid.

While this conference was called at the city of Rochester, yet it was determined that in taking the trip the objective point should be the village of Dansville, Livingston county, where a convention was held in the opera house and accommodations provided for the 400 guests transported by the eighty-one automobiles furnished. Supervisor B. G. Foss of the town of North Dansville is entitled to the thanks of this Commission for his efforts in perfecting the arrangements at that point. Much good was accomplished in other ways in that not only were the State, county and town officials given an opportunity to study conditions, but the active interests of the representatives of the New York State Grange together with automobile owners and users were enlisted. The proceedings heretofore published and distributed give the complete subject-matter of the addresses of the gentlemen representing these varied interests at that time.

Soon after the organization of the Commission and the Bureau of Town Highways established, it became apparent that a comprehensive system of maps, either by county or towns, would ultimately become a prime factor in the conduct of the work, and it was accordingly determined to prepare a system of town maps covering the entire State. This work has been progressed during the past year to the extent that about one-half the primary work has been completed. This system, when completed, will be found to be very valuable in keeping a record and designation of highways, bridges, sluices and culverts and the condition of same, repaired and improved or to be repaired and improved, and will enable the department and the different county and town officers to keep closely in touch with the progress of all affairs relating to highway improvement in each of the different towns. The completed maps show the character of all roads in each town and also the kind and class of construction of bridges, sluices and culverts. Legends have been adopted by means of which are shown the exact character of every piece of work, either State or county macadam, town macadam or gravel, which have been shaped and crowned or which have not been shaped and crowned or otherwise improved. Legends have also been prepared which show the construction and character of every sluice or culvert, and as gains or changes are made from time to time, these maps are to be corrected in accordance therewith, so that they may furnish at all times a complete and correct record of the character of the different improvements as made. The cut on page 120 is a representative of a quarter section of a town and it will be noticed that in accordance with the legend, State, county and town macadam highways are shown, also town gravel roads and town roads which have been shaped and crowned. At the intersection of every highway the elevation above the sea is indicated by figures, and all buildings are located. It will be seen that the plan has been adopted of naming the highways and numbering the culverts and bridges, a single circle indicating a culvert and double circle indicating a bridge. A portfolio containing all of the towns of each county will be retained in the Albany office and one containing each town in each county will be forwarded to the county superintendent for his respective county and single sheets will be furnished the supervisor, town superintendent and town clerk and other members of the town board upon request. It is planned as soon as completed and the system fully inaugurated, to confine the correspondence which has reference to highways, culverts or bridges within a town, to any road by name and any culvert or bridge by number. All of these maps are drawn on a scale of 3 inches to a mile and all highways are uniformly indicated ¼ inch in width regardless of scale.

As a result of the active interest of the county superintendents, the estimates of the town superintendents as approved by the town boards and the resolutions of the various boards of supervisors levying the taxes, were furnished this office at a much earlier date than has heretofore been the practice, thus enabling this bureau to tabulate same and to compute the State aid for each town and to make the proper returns and reports to the Comptroller, thus enabling the Legislature to provide the necessary State aid funds to the various towns at the time when the money was needed, rather than late in the season when general highway work should not be performed. As a result the primary work on the public highways of the State has been performed prior to the first of June, as prescribed by your rules and regulations, and the other work has been carried on in such a comprehensive manner that I feel warranted in making the statement


10
590
TOWN OF GATES
COUNTY OF MORGAN
GATES GORDONVILLE ROAD
TOWN LINE ROAD
GORDONVILLE TOWN LINE ROAD
GATES TOWN LINE ROAD
GATES ROAD
RIVER ROAD
MILL ROAD
DUG WAY ROAD
TOWER ROAD
LINCOLN
MOBILE
Gates
Gordonville
Braceway
CONCRETE ARCH
STONE ARCH
TILE DRAIN

that the whole organization of the Bureau of Town Highways, which not only includes the Commission itself, the deputy and assistant in charge, but the 10 district supervisors, the 57 county superintendents, the 934 town superintendents and the 934 supervisors are entitled to the praise and gratitude of the traveling public.

The highway, bridge and miscellaneous reports which have been received and tabulated for the fiscal year ending October 31, 1910, show that there was levied and collected by tax in the various towns for highway purposes, $4,673,961.69, on which the State was required to pay as State aid the sum of $1,591,911.72.

The following table shows the total receipts for highway, bridge, machinery and miscellaneous purposes:

Highway tax	$4,673,961	69
State aid	1,591,911	72
Balance on hand previous year	1,049,262	74
Bridge tax	261,553	15
Machinery tax	602,603	97
Highway commissioners' salaries	581,652	07
Compensation for supervisors and town clerks	112,685	89
Laying out and altering highways	8,804	29
Total	$8,882,455	52

In accordance with the provisions of law, it is the duty of the town superintendent to inventory the tools, implements and machinery owned by the town. These reports have been received and show the value of the same to be $818,216.00.

There has been a change during the year in the mileage in some towns of the State, and after noting such changes it is found that there are 79,646 miles of highway in the State. The following table is a summary of same:

	Miles.
State and county macadam highways, see appendix T.	
Town macadam highways	2,661
Town highways surfaced with gravel	8,515

	Miles.
Town highways shaped and crowned................	55,507
Town highways not shaped nor crowned.............	10,633
Highways within Indian reservations...............	357
Total..................................	79,646

I give herewith a full report of the town road work of the State by counties; also a report of the work on Indian reservations and recommendations regarding the same for the coming year.

ALBANY COUNTY.

Albany county has a total mileage of 1,098 miles, of which approximately 108 miles have been improved as State or county highways and 990 miles of earth or town roads. Of this mileage during the past year but 25 miles have been shaped and crowned, only 3½ miles of town macadam road has been constructed, 52 iron culverts installed and 7 concrete culverts constructed.

The cost of removal of obstructions caused by snow was out of all proportion to what it should have been, the town of Westerlo having expended for this purpose on 140 miles of road, the sum of $2,116.70 and the town of New Scotland with 114 miles, $3,507.17. This work was performed at an average cost per mile, for every mile of road in each of the two towns, of $15 and $30 respectively. Had the practice of snow packing or rolling been adopted, as recommended, this work could undoubtedly have been performed at a cost of not to exceed $7 per mile. It is to be noted that the town of New Scotland expended more than $100 more for the removal of obstructions caused by snow than was expended in the repair and improvement of its highways during the entire summer months.

There was expended in 1910 the sum of $84,862.25 as against $66,867.34 an increase of $17,994.91.

ALLEGANY COUNTY.

This county is deserving of much credit for the progress made during the past year in the improvement, repair and maintenance of the public thoroughfares. In the 29 towns of the county there are 1,894 miles of which during the last year over 500 miles have been standardized to a width of 24 feet between ditches, properly crowned and drained, and during the same period 300 to 400 miles have been shaped and crowned with a width between ditches of 16 to 20 feet. Many miles of gravel road have been constructed in the ordinary conduct of highway work, but in the report of the county superintendent no specific report has been made showing the average cost per mile for such construction. In the valleys are to be found deposits of gravel, excellent in quality for road construction. In all instances where gravel roads have been constructed under the supervision of the county superintendent they have been brought to the proper crown and have been properly drained.

Much attention was paid to road honing but in many of the towns a systematic method was not adopted and the very best results were not accomplished, although in many instances the highways which were shaped and crowned during the year prior were maintained entirely by the use of hones.

Twenty-three bridges were constructed in this county with spans varying from 5 to 70 feet, all of which were built by the town superintendent under the direction and supervision of the county superintendent by local labor, and are divided into three classes; 1 stone and concrete arch, 8 concrete and 14 by the use of eye beams with concrete floors. The total cost of these 23 bridges was $10,026.66.

This county is deserving of especial mention for the attention which has been paid in the various towns to the construction of culverts. $11,449.12 was expended for 375 substantial culverts; 252 culverts were constructed of cast iron; either cast iron pipe or cast sectional culverts; 90 concrete, 22 of stone and 11 of concrete tile. The total value of the machinery, tools and implements owned by the towns of the county together with the amount paid as purchase price for new machinery is $15,831.31.

From the report of the county superintendent it is learned that within the next two years all of the roads of the county will be shaped and crowned, and properly drained.

A very noticeable feature of the method of constructing roads in Allegany county is the manner of building dug roads, or a road parallel to a side hill. Nearly all of these roads are built with one ditch which is on the upper side of the road which intercepts the water coming from the hillsides, and at convenient intervals culverts are placed, carrying the same across the road. These roads uniformly have a continuous slant from the outer shoulder to the bank or near ditch which overcomes the danger of vehicles sliding in icy weather.

BROOME COUNTY.

The report of the county superintendent shows that great improvement has been made in all the towns of this county in the working of its earth roads. Roads have been widened to the standard width of 24 feet, reinforced concrete short span bridges have been constructed, sluices and culverts have been lengthened and roads properly drained and crowned. Steam power has superseded animal power in many of the towns and the results obtained speak for themselves.

The total mileage of the county is 1,437 miles, of which 405½ miles have been widened to 24 feet.

Three hundred and twenty-four sluices having a span of less than five feet have been constructed at a total cost of $8,812.04, an average cost approximately of $27.

Sixteen iron bridges having an average span of 15.7 feet, with reinforced concrete floors, have been constructed at an average cost of $260.64 and the use of plank floors in bridges in this county, is fast disappearing.

Three of the towns have provided new buildings for the storage of machinery, tools and implements, and other towns either hire or own various small sheds for housing their road building machinery.

The various towns of the county provided very liberally for highway work during 1910 as is evidenced by the amount of money expended, viz., $159,664.50 as against $71,912.64 in 1909, an increase of $87,751.86.

CATTARAUGUS COUNTY.

During the spring of 1910, highway work in this county was delayed owing to the weather conditions, consequently not as much has been accomplished as would otherwise have been the case. Six towns of the county have provided themselves with steam road rollers, and the difference in the amount and quality of the work performed, is very marked.

All bridges built were in accordance with plans provided or approved by the State Commission of Highways.

Noxious weeds, briers and brush have, generally speaking, been cut and removed throughout the county, and water breaks have been entirely eliminated.

In all the towns buildings have been provided for the storage of road machinery and implements.

As an item of passing interest it is to be noted that the automobile clubs of this county have contributed prizes of $50, $40, $30, $20 and $10 to the five town superintendents who, during the year 1911, have made the best showing in their respective towns on the amount available therein for highway purposes.

There was expended during 1910 on highway work the sum of $170,843.44 as against $112,706.14 in the previous year, an increase of $58,137.14.

CAYUGA COUNTY.

The work accomplished in Cayuga county during the past year, has been of great benefit to the highways and to the traveling public. The roads have been widened to standard width, and concrete bridges, sluices and culverts have been constructed.

The practice of keeping the roads open in winter by the use of rollers or packers, has been tried in at least one town of the county with complete success.

Wherever practicable road honing has been resorted to as a means of preventing rutting, and their use attended with splendid results. The town of Brutus has adopted a " block system " and the men running the hones understand that it is their duty to use them whenever the conditions are favorable, without waiting for orders so to do.

Loose stones have been generally removed from the highways, and the work in general shows a decided improvement over the preceding year.

This county also shows an increase of approximately $30,000 in the amount of money expended on its highways during the year 1910.

CHAUTAUQUA COUNTY.

During 1910, the several towns of the county have constructed 112 concrete culverts having a span of less than 5 feet, and 36 new bridges of a span of from 5 to 75 feet, all having sufficient strength to carry concrete floors. The most noticeable of the bridges constructed is in the town of Pomfret, a concrete arch having a span of 75 feet and a 30-foot roadway and two 6-foot sidewalks, at a total cost of $5,587.

The town of Ellicott also erected a concrete bridge of a span of 80 feet at a cost of $2,459 and the town of Hanover a reinforced girder concrete bridge having a 40-foot span, costing $1,275.

Several of the towns have erected concrete abutments under existing iron structures, of sufficient size and strength to carry new structures when same may become necessary.

The highway work throughout the county has been very satisfactory. Noxious weeds, briers and brush have been cut and removed; road machinery, tools and implements are properly housed; roads have been widened to standard width and grades and curvature reduced.

In the town of Portland the town superintendent has constructed a piece of stone road 1,525 feet in length and 24 feet wide between ditch lines with 16 feet of metal, at a cost of $2,398.72.

CHEMUNG COUNTY.

During the past year, it has been found that in many instances the backing for bridge docking was in very poor condition, being composed of old logs, brush, timber, etc. This class of material has been done away with and concrete has been substituted therefor, thus making the work of a permanent nature.

Wood and tile sluices and culverts have been replaced with concrete, iron and masonry. One hundred and seventy-nine permanent sluices and six concrete bridges with concrete floors have been constructed, as well as three bridges with concrete abutments and steel I beams, with plank floors. These bridges are of sufficient strength to admit of the adoption of concrete floors in the future if desired. In many instances the town superintendents have constructed this class of bridge themselves, with home labor, rather than under the contract system.

Water breaks have been removed in all cases where funds have been available for the substitution of permanent sluices therefor.

Good progress has been made in turnpiking and widening the main road through the county.

There was expended for highway purposes in this county during the year, $54,787.17, an increase of $7,170.80 over the preceding year.

CHENANGO COUNTY.

This county, taken as a whole, has shown much progress along the line of work pertaining to road improvement. In nearly all the towns sections of the main highways have been widened to 24 feet. In the town of Guilford, the town superintendent staked out, plowed and widened over 40 miles of road during the spring, the greater portion of which was widened to 24 feet.

A large amount of concrete culvert work has been performed and in nearly every instance, iron or concrete has been used.

A number of bridges have been erected, nearly all having concrete foundations and floors.

Loose stone and water breaks have been removed and the weeds, briers and brush properly taken care of.

Grades have been reduced and ditch lines straightened.

The towns of Sherburne and Smithville have purchased steam rollers and stone crushing plants and are building stone roads.

Much attention has been given to the matter of road honing and with good results.

CLINTON COUNTY.

Many miles of road have been widened and ditch lines straightened; hundreds of large boulders have been removed from the highways by means of explosives and grades have been reduced. Old corduroy has been taken up and replaced with stone or gravel, and in some cases with both. In this county a large amount of sand road has been resurfaced with clay and it has been found that this is the cheapest and best way of taking care of the sand roads of Clinton county. Special attention has been given the matter of drainage. Old plank culverts have been removed and replaced with either stone, concrete or iron and it is intended to replace every plank culvert in the near future.

Bridges have been built, and in practically every instance in accordance with standard plans.

COLUMBIA COUNTY.

Improved conditions in this county during the past year have been very marked in all of the towns. Much attention has been given to the widening of the roads, reducing grades, improving drainage and surfacing with gravel. The bridge and culvert work in many localities is worthy of special mention. The town superintendents, after conference with the county superintendent and by permits granted, have undertaken to carry on not only the highway work, but other improvements with standards prescribed by the rules and regulations of the Commission. There was possibly one exception in which the town authorities caused considerable trouble in not undertaking to conform to such practices.

CORTLAND COUNTY.

Of the total mileage of the county, 994 miles of road are cared for under the supervision of the bureau of town highways, 17.4 miles are constructed of stone or gravel and the balance, 976.6 miles, are earth roads. In the last annual report the criticism was made that the roads of the county were too narrow, but during the season of 1910 all of the towns, except Willett, have graded and widened not less than 295 miles, the width varying from 16 feet to 24 feet according to the importance of the road. Ditch lines have been straightened, grades reduced and depressions filled. Twenty-five miles of road have also been graded.

The work of constructing sluices has received much attention during the year with the result that the town superintendents of Cortland county have built with local labor, 229 sluices aggregating 3,599 lineal feet, at an average cost of $1.29 per foot for all kinds and sizes.

Three and thirty-nine one hundredths miles of stone and gravel road have been constructed.

Seven concrete bridges have been constructed by the town superintendents, same having an average span of 16 feet, at an average cost of $223.25.

The towns of Cortlandville, Taylor and Virgil have purchased traction engines. Several road hones have been purchased and their use will result in the great improvement of the general condition of the roads. Weeds and brush have been cut and removed.

DELAWARE COUNTY.

This county has been handicapped during the year 1910 owing to the fact that ten out of the nineteen town superintendents were newly elected to office and were unacquainted with the plans for highway work as outlined by the Commission.

Sluices and ditches have been kept open and loose stone removed from the beaten path wherever necessary.

Several of the towns have built quite an amount of stone road, of which the town of Hancock built 3 miles at a cost of about one thousand dollars per mile.

Culvert construction has formed an important item of the year's work and ten bridges have been constructed, nine of heavy steel and one a stone arch.

Steam power is rapidly being substituted for horse power and with great success.

Strict attention has been given to the law requiring the cutting and removal of weeds and brush. Water breaks have been removed and the road machinery is usually well housed.

DUTCHESS COUNTY.

The improvement of the town highways of Dutchess county during the past year has been of a very gratifying character. The county has 1,617 miles of highways. Much of this mileage lies in a rolling country with a great amount of rock, consequently grading on roads where these conditions prevail is difficult and expensive. A large amount of work of this character has been done, it being necessary to use dynamite freely in the prosecution of the work. The results are the beginning of a system of permanent improvements which practically revolutionize the character of this class of roads.

Upon the more level portions of the county the use of mechanical power for highway work has increased to a very gratifying extent and most excellent results both as regards quality and cost, have been obtained by this means. The work of building bridges and culverts of concrete has reached a high degree of perfection in several towns and instances of very excellent work of this character are frequent throughout the county. The good results of this practice are two fold; not only are the present structures erected more cheaply, being at the same time of a strictly permanent character, but the education of the town superintendents engaged in this class of work, constitutes an invaluable asset for future work. The building of town macadam roads has not been urged during the past season as it was believed that better final results would be obtained to proceed somewhat slowly along this line until more adequate preliminary provision had been made for the same.

ERIE COUNTY.

This county is one of the more wealthy counties of the State and the amount of money available in the majority of towns is and has been for several years past largely in excess of the average for the State. A large amount of town macadam road had previously been built, and during the past year 28¾ miles have been constructed, much of this being built in accordance with State specifications. Excellent gravel for road building purposes is found in several locations in Erie county, and 12½ miles of gravel road have also been built during the year, making a total of 312¼ miles of town macadam and gravel roads in the county. Upon the earth roads the plan has very generally been adopted by the towns of standardizing the roads in accordance with the recommendations of the commission and a large amount of that class of work has been done, putting the mileage so treated upon a basis where the cost of maintenance as earth roads hereafter, will be merely nominal.

The building of concrete bridges and culverts has been practiced quite generally throughout this county for several years past, and during the past year many structures have been added which are a credit to all concerned.

ESSEX COUNTY.

The greater part of the mileage of this county, of which there are 1,306 miles, lies in the Adirondack mountains, and consequently presents many difficulties which are not met with outside of the mountain regions. In general, little attempt has been made during the past year in the way of construction of town macadam. The efforts of the town superintendents being directed more along the line of improvements to culverts and bridges, of which 116 of the former have been rebuilt in a permanent manner and 8 of the latter; also to widening, ditching and grading. A large amount of rock has been blasted in this work and much valuable permanent improvement made along the lines above indicated. The greater number of the town superintendents being thoroughly in accord with the policy of the department, have proven a most valuable aid in the work as above outlined and the education obtained by them in this particular respect renders them exceedingly valuable men to the county, and it is hoped that they may be continued in office, thereby rendering valuable assistance in carrying out the general scheme of improvement as above outlined.

FRANKLIN COUNTY.

A great deal of permanent work has been performed during the past season in the way of straightening ditch lines, widening of roads to standard width, elimination of grades and the removing of boulders and loose stones from the highway.

Twenty-five bridges with concrete floors have been constructed and but one steel bridge was built under contract. It has been demonstrated in Franklin county that bridges having a span of less than 30 feet can be built more cheaply of reinforced concrete than steel bridges with plank floors. Twenty-two bridges, having concrete floors, constructed during the past year with local labor and mostly of local material, having an average span of approximately 14 feet, cost aproximately $255.49 each, thus giving the county permanent bridges on which there will be no charges for expensive repairs and renewals in future.

Old wooden culverts are being replaced as rapidly as possible with concrete and stone masonry or iron pipe, 175 of all classes having been installed during the year.

Approximately four miles of new guard rail have been built and 411 guide boards erected.

Several miles of gravel and macadam roads have been constructed and the roads generally have been widened and weeds and brush cut and removed.

The county superintendent has also recommended that the patrol system be adopted for maintaining the earth roads of the county.

Franklin county is deserving of great credit for the work done during the season of 1910.

FULTON COUNTY

The general conditions prevailing in Fulton county are difficult to deal with. The northern portion of the county being rocky and mountainous, much of the southern and southeastern portion of a clayey nature and lying at a generally low level. There are 769 miles of road in the county and the work during the past season has been directed mainly to standardizing as much as possible this mileage in conformity with the plans recommended by the Highway Commission.

In the northern part of the county much excellent work has been done in the way of blasting rock in the process of widening and straightening the mountain roads. One special instance of this which is worthy of mention of the work done on what is known as the Bleecker Mountain road, this road being the main artery of travel from the northern part of the county to the Adirondack region, and previous to 1909 no actual permanent improvement has been made on this highway since its construction. The work of widening this road and blasting a ditch upon the upper side, afterward surfacing with the best material obtainable, has won a very large amount of favorable comment.

The use of mechanical power in the highway work has been adopted by several towns and most excellent results along this line are being obtained.

GENESEE COUNTY.

Marked improvement in the condition of the highways of Genesee county is shown by the year's work. In some of the towns primary work was a little neglected due to the failure to properly organize forces in the early spring.

As permanent work there has been constructed during the season, 14½ miles of macadam road at an average cost of approximately $1,313 per mile; 12½ miles of gravel road at an average cost of $683.60 per mile; 19 iron culverts, 12 bridges with concrete floors at an average cost of $434.84 and two bridges with concrete abutments and plank floors costing $286.04.

In the town of Bethany the town superintendent has constructed 474 rods of sub drain consisting of tile from four to seven inches and laid from three to eight feet deep at an average cost per rod of about $2.10.

That steam power is a success in road building operations is shown by the action in this county, where three additional steam rollers, one traction engine and train consisting of three 10-ton cars have been purchased. Nineteen new road hones have been purchased and with but a single exception, every town in the county is honing its roads.

The law relative to cutting and removal of weeds and brush has been generally enforced and water breaks have been almost entirely eliminated.

GREENE COUNTY.

In the report of last year the criticism was made that the roads of this county were very narrow and were expensive to build and maintain owing to the mountainous nature of the country. The improvement during the past season has been very marked in this respect, many of the roads having been widened out, shaped and crowned. About seven miles of road have been stoned, and approximately forty miles resurfaced with gravel.

Several bridges have been constructed, repaired or rebuilt, as well as 178 culverts and sluices.

In the town of Catskill a bad hill on the Kaaterskill road was cut down at the top and filled at the bottom to a depth of 12 feet, requiring 3,000 loads of stone, and securing a reduction in grade from 25 per cent. to about 10 per cent. In the same town 1,000 loads of gravel were donated by the Alsen Cement Company and used to good advantage on the roads.

There was expended in town highway work in Greene county during the year the sum of $80,040.30, an increase of $15,529.13, and it is to be hoped that some of the towns of the county will do even better in the way of raising highway funds in the future.

Water breaks and noxious weeds and brush have been removed throughout the county.

HAMILTON COUNTY.

Work deserving of special mention has been done during the past year in the town of Wellsville, where the town superintendent has constructed about a half-mile of stone road and has widened and straightened the road in several places and has made permanent cuts and fills. He has also installed 17 wrought-iron culverts.

In the town of Long Lake the town authorities have let a contract for the construction of half a mile of macadam road as a town highway.

As a whole the earth roads of the county have all been worked and improved, the weeds and brush have been cut and removed, thus greatly improving the general appearance of the highways. Sign boards have also been located at cross roads, which are of much assistance to the traveling public.

HERKIMER COUNTY.

Herkimer county has 1,406 miles of highways, a considerable portion of the mileage of which lies in locations which make permanent improvements difficult, if not impossible without the addition of foreign material of some kind. Good gravel for road building purposes is found in a few localities, but is not generally distributed over the county; consequently the improvement of the clay roads must be done, as a general thing, by the addition of crushed stone.

During the past season a considerable amount of work has been done in the way of widening and standardizing the earth roads. Several important bridges have been constructed after plans furnished by the Commission and fair progress has been made in the construction of concrete culverts. The general conditions prevailing in the county are a very decided improvement over those of 1909.

JEFFERSON COUNTY.

Jefferson county is the fifth largest county in the State in the matter of road mileage, and has a large number of large span bridges, the building and maintenance of which are heavy items of expense. During the past season six towns of the county bonded themselves in the total sum of $74,000 for bridge construction. Ten bridges have been completed. In addition to the above, 40 smaller bridges have been constructed at a total cost of $12,062.42. These latter bridges all have concrete floors and abutments and in most cases have a clear width between railings of 16 feet.

During the year, 160 concrete sluices or culverts were constructed at an average cost of approximately $38. These culverts were all constructed from collapsable forms built from plans furnished by the county superintendent.

Twenty-three miles of stone roads were constructed at an average cost of $1,199; as well as 11.55 miles of gravel road at an average cost per mile of $695. One hundred and eighty-five miles of grading and turnpiking was performed and this work was all properly crowned and ditched and widened to standard of 24 feet. Several grades were also reduced and a half-mile of guard-rail erected. The county is well provided with road building machinery.

LEWIS COUNTY.

This county in general, is rough and mountainous; it has 1,445 miles of roads and a considerable amount of work has already been done by several of the different towns in the construction of town macadam, 27 miles having been built during the past year. One hundred and twenty culverts of cast iron or concrete have been built, also 28 bridges, over one-half of these having been constructed with concrete floors. The construction of these permanent culverts and bridges has met with universal approval throughout the county, and has proven a valuable objectlesson as showing the value of this class of construction over that formerly pursued. Aside from the improvements above indicated the main efforts have been directed toward standardizing, as far as possible, the remaining mileage of earth roads. Steam power is used to a considerable extent, and very successfully, but many of the towns, owing to the mountainous nature of the country have as yet, not adopted this plan. The problem of the removal of the obstructions caused by snow is probably the greatest of that of any single county of the State. Here also, the greatest progress has been made along the line of handling this question by means of snow rollers or packers; the experience of a term of years proving the economy of this method and the practice is being followed more widely every year.

LIVINGSTON COUNTY.

This county is to be particularly congratulated on the improved condition of its roads, as shown by the past season's work. Highway construction has been very satisfactory, the various supervisors and town boards working in perfect harmony to promote the advancement of road improvement. All of the town superintendents are making an earnest effort to comply with the rules and regulations of the Commission and are earnest in their efforts to work in conjunction with the county superintendent to carry out the plans recommended by him. An aggressive campaign has been waged against the weed and brush nuisance, and the results are very noticeable, abutting owners in nearly every case appreciating the improved appearance of the highways are, almost without exception, complying with the law.

Road honing has been enthusiastically followed, owing to the good work performed with the eighty-six hones now in use in the county. From the results obtained, the town superintendents are learning the importance of primary work, which, in no other way, could be so forcibly impressed upon them. The road hone loosens up the stones near the surface, and after they are removed, there is a smooth roadbed remaining with but very few stones to be dislodged by the vehicles. Nine hundred and fifty-one miles of road were honed during the season.

Three and twenty-three one-hundredth miles of stone road were built at an approximate average cost of $1,273 per mile and 13.69 miles of gravel roads at an average cost of $455 per mile. Five and ninety-four one-hundredth miles were resurfaced with gravel and 235.3 miles were shaped, crowned and standardized to 24 feet width.

Eighty-three culverts were constructed at an average cost of $11.87 and 186 iron and steel culverts installed. Seventeen new bridges were constructed.

The amount expended for highway work in 1910 was $112,714.06, an increase of $22,175.87 over the previous year.

MADISON COUNTY.

An effort has been made to improve all of the main highways of the country, standardizing them to a width of 24 feet between ditch lines and by the use of concrete for the construction of culverts and short span bridges. During the past year a good start has been made in this work, there having been 80 miles of earth roads standardized, over 90 per cent. being 24 feet wide between ditch lines. There have been constructed 4.25 miles of stone and town macadam roads and 3.5 miles of gravel road. It is anticipated that during the coming season much more work of the kind will be undertaken.

MONROE COUNTY.

No county in the State has changed the system of highway work to such excellent advantage as has Monroe. While heretofore the work of building macadam roads seemed to be uppermost in the minds of the town officials of the county, they now realize the necessity of putting the earth highways in proper shape with positive drainage and substantial culverts.

During the year the towns improved 37.79 miles of road of which 17.4 miles consisted of crushed stone; 20.39 miles of gravel, besides resurfacing 23.98 miles with broken stone or gravel. There was also shaped and widened 111.35 miles; honed 446 miles.

In the matter of drainage there were 2,050 feet of tile laid and 124 substantially new culverts built or repaired besides the lengthening of many short ones.

Seventeen permanent steel-concrete bridges were built and $5,261 was expended for the removal of obstructions caused by snow.

The most noticeable improvements in the county are the number of bridges and culverts built. The town of Parma resurfaced about a half mile of stone road using limestone with an asphaltic binder. The roads of the entire county have generally been widened and section 54 of the Highway Law has been carefully complied with.

MONTGOMERY COUNTY.

In the northern part of the county, the limestone ledges over which a large percentage of the mileage runs, renders the work of permanent improvement difficult and slow; in the southern portion the soil largely consists of clay shale, than which no worse material can be imagined for roads, while between are many miles of clay flats, thus making the general highway proposition in Montgomery county, one of the hardest to deal with of any county in the State.

Some excellent work has been done during the past year in the way of blasting the limestone ledges, gravel surfacing has been applied to the clay roads wherever suitable gravel could be found, and a small amount of town macadam has also been constructed.

The efforts of the town authorities have been mainly directed to the work of widening, straightening and standardizing the earth roads in preparation for future improvement by surfacing with stone or gravel, rather than to immediate results along that line, whereby it will be necessary to leave many of the narrow, crooked roads in their present condition.

In the way of construction of concrete culverts and bridges, some very excellent work have been done and the results of the season's work have been so very satisfactory, that much more of this work will be done by the towns during the coming year.

NASSAU COUNTY.

The greatest difficulty in the care of the earth roads of Nassau county has been experienced in securing the enforcement of section 54 of the Highway Law relative to the cutting and removal of noxious weeds and brush. The town of North Hempstead is practically the only exception to the rule, where these nuisances have been very generally cared for.

All of the towns have contracted for masonry bridge construction, but none as yet, is completed. Plank floors on bridges are rapidly being replaced with concrete or masonry work and culverts with iron pipe construction. Gravel is very extensively used in the county for surfacing purposes, and gives general satisfaction.

NIAGARA COUNTY.

This county raised upward of 25 per cent. more money for highway purposes in 1910 than for the preceding year's work, and as a result, the general condition of the highways shows a marked improvement as compared with 1909.

Five of the towns resurfaced with stone 2.75 miles of road and constructed 5.4 miles of macadam, while three towns built 2.7 miles of gravel road. Forty concrete culverts were built and 130 cast iron and steel sluices were installed. Nine reinforced concrete bridges having spans of from 6 to 17 feet were constructed, and one having a 63 foot span with plank floor.

Several of the towns adopted the practice of road boning and with great success. Forty additional hones have been purchased in the county. Section 54 has been enforced, grades reduced, roads widened and guard rails erected at dangerous places.

ONEIDA COUNTY.

Considerable difficulty was experienced in this county in securing the necessary men and teams for highway work during the early spring, but in spite of this three miles of slag road, 14 miles of stone road and 26 miles of gravel road were constructed and 392 miles of dirt road were straightened, widened and turnpiked. Owing to the soil conditions of the county, it is especially difficult to maintain the earth roads during the fall and early spring.

Fifty-two stone and concrete culverts and 11 bridges were constructed and great improvement is shown in the manner in which the provisions of section 54 are carried out.

The road machinery of the county is generally well housed and cared for.

ONONDAGA COUNTY.

This county has 1,635 miles of highway of which 344 have been improved as town macadam or surfaced with gravel. The work of building town macadam in general through the county is of an unusually high grade, much pains being taken in grading and draining the roads previous to improvement and a large amount of the stone surfacing being laid in accordance with the State specifications.

The work of concrete construction has reached an excellent degree of perfection and many structures, consisting of culverts and bridges have been erected which, in themselves, constitute testimonials to the character of the work done, much more effective than can be put in words. The county superintendent of this county has evolved and put into operation the most complete plan of checking accounts of town highway work, of any at present in use in the State. This has been made possible in a great degree, by the length of time during which the present county superintendent has been in office, thus giving him opportunity to build this system up to its present perfection from a very small beginning during a series of years. By it, he is enabled to keep himself constantly informed as to the status of each of the several highway funds of each town in the county and a constant check upon the work of each and the cost thereof.

Much excellent work has been done in the way of standardizing the roads and the work generally, shows a marked improvement over work done in 1909.

ONTARIO COUNTY.

Ontario county has 1,348 miles of town highways, of which 356 have been improved as town macadam or surfaced with gravel. Many towns in the county own outfits of road building machinery, and many town macadam highways have been constructed which are exceeding creditable pieces of work; several having been built in accordance with the State specifications for macadam roads. The use of power for highway work is quite general and the work of crowning and shaping the roads to standard width has been carried forward so rapidly that a very small mileage of the town highways of the county now remain unshaped or uncrowned.

One cause which contributes in no small degree to the excellence of the work done in this county, is the education derived in previous years by many of the men who are at present employed in this work. The work of construction of concrete bridges and culverts has also been progressed in a manner fully equal to that of any previous year and structures of this character now are very generally the rule, rather than the exception throughout the county.

ORANGE COUNTY.

The past season has seen a material advance in the towns generally in this county in bringing the town roads to a better condition, and a number of towns have cut off the tops of hills and filled in the adjacent depressions, thereby gradually improving the grades. Considerable honing has been done in lieu of road machine work, with most satisfactory results. An endeavor has been made to widen the beaten track of the road wherever possible, and this work will be continued.

A good quality of gravel for road building or maintenance, is lacking in some of the towns, and where the funds of the towns warrant, stone crushers and steam rollers should be secured and the roads constructed of stone.

The town of Newburg is entitled to special commendation for the good work it is doing, and it is only a question of a short time when all of its town roads will have received a dressing of crushed stone.

The town of Woodbury has constructed a piece of town macadam 1,624 feet in length, width between ditches 22 feet, width of metal 12 feet, using Rockland county trap rock, at a total cost, including 2,520 square feet of Telford base, of $2,134.38.

ORLEANS COUNTY.

This county, as a whole, has obtained better results in road construction, bridge and culvert work than during the preceding year. The highway work throughout the entire county with the exception of one town, has been done with the aid of steam rollers and the improvement is readily apparent. Every town has built some concrete culverts and several have done some work in the line of concrete bridges.

Primary work throughout the county was neglected to a considerable extent, and should be promptly taken care of next season.

The county is almost entirely cleaned of weeds and brush.

During the season of 1910, over fifteen miles of stone roads were constructed and about 2 miles of gravel surfacing was completed and 139 culverts or sluices, almost entirely of concrete, were completed. Excellent work has been done along these lines, and old stone or tile sluices are fast being replaced with permanent structures. Eight new concrete bridges were built with either I beams or reinforced material, 6 concrete floors were constructed on old abutments and four old floor systems were replaced on new concrete abutments.

OSWEGO COUNTY.

There are 1,724 miles of highways in this county of which 80 miles of good macadam have been constructed by the towns, 115 miles have been surfaced with gravel, nearly 300 miles shaped and crowned but are not of standard width. There are 500 solid concrete culverts and nearly 200 stone and iron sluices in the county. Nearly 150 bridges, having a span of more than 5 feet, have been constructed of reinforced concrete.

During the past season the following items of work are worthy of special mention; 60 miles of road shaped and crowned and of standard width; 16 miles surfaced with stone, 20 miles surfaced with gravel, 224 permanent culverts at an average cost of $246.31 and 27 reinforced concrete bridges having a span of more than 5 feet, at an average cost of $279.27.

From the above it will be seen that the work of the past season has been very satisfactory.

OTSEGO COUNTY.

This county has 2,153 miles of highways in the northern and western portion of which practically the same conditions prevail as those mentioned in the south part of Montgomery county, presenting, consequently, many serious problems in the construction of earth roads through these portions. In the eastern and southern portion of the county better soil conditions are found, and many fine examples of typical earth roads have been constructed. More attention has been directed during the past year to the matter of widening, straightening and standardizing than to the construction of town macadam; as a consequence a large part of the mileage has already been brought to standard width, as recommended by the Commission.

Under the direction of the county superintendent, many excellent pieces of concrete work have been done in the way of culverts and reinforced bridges. The practice regarding short span bridges being now very generally adopted throughout the county of building these structures of concrete, reinforced with steel, thereby affecting a great saving as against the old plan in the cost of the structures, to say nothing of the permanency of same.

PUTNAM COUNTY.

This county has 509 miles of road and practically the same conditions prevail as those mentioned in Dutchess and Westchester. A considerable amount of gravel surfacing has been done during the past year. There is a scarcity of road building material generally throughout the county, also there are a great number of grades and many crooked roads necessarily made so by the natural topography of the country. These three items must necessarily make progress along the line of permanent improvement, slow. Formerly thank-you-ma'ams were found in great numbers. Much work has been accomplished in the way of their removal, although much still remains to be done along this line. Quite an amount of blasting and removing of rock has been performed also blasting of ditches in rock locations.

RENSSELAER COUNTY.

Of the 1,291 miles of highways in this county, a considerable portion lies in a hilly or semi-mountainous region with corresponding difficulties of construction and maintenance. Several of the towns have traction engines or steam rollers which are being used for power highway work, with excellent results. A comparatively small amount of town macadam has been constructed during the past year, the efforts of the town officials being directed more toward draining, widening and standardizing in accordance with the directions of the Commission, in preparation for stone or gravel surfacing in future, rather than to present small results in this line of work. A large amount of very excellent concrete work has been done in the building of concrete culverts, reinforced bridges and concrete arches, and a still greater amount of this class of work is planned for the coming year.

ROCKLAND COUNTY.

Although the roads of this county were shown by the last annual report to be in excellent condition, still the work done during the past season has greatly improved same. Last year the criticism was made that the roads were not sufficiently honed at the proper time and this condition has now been remedied. The use of road hones is becoming general in the county and the effects are showing in the smoothness of the highways. Ditch lines generally have been straightened and more attention has been given the subject of drainage. It is to be regretted that but one town of the county has made provision for the care of its road machinery.

ST. LAWRENCE COUNTY.

The general condition of the highways throughout this county is very satisfactory, an honest effort being made to follow the instructions of the Commission and the county superintendent. The provisions of section 54 have been fairly well carried out, and the weeds and brush along the highways have been cut and removed more generally than heretofore. There is but one hill in the county where thank-you-ma'ams still evist, and these are to be removed next spring.

There are 3,101 miles of highways in the county, of which over 60 miles of stone road have been constructed and about 17 miles of gravel road and 1 mile of cobble road surfaced with gravel. Of this mileage, 12 miles of stone road were built during the year 1909, and 8 miles surfaced with gravel. One hundred and seventy-five concrete sluices and 35 stone culverts have been constructed with local labor and 148 iron sluices have been installed.

Twenty-eight of the 32 towns of the county are supplied with stone crushers, and it is expected that several miles of stone road will be constructed during the coming season.

It is recommended that each town select its most traveled highway as the one to be permanently improved and when the work is started on same, it should be continued year after year until that particular road is completed. The practice of building a short piece here and there, scattered all over the county, is one to be condemned and avoided.

SARATOGA COUNTY.

The highway work, so far as it relates to the earth roads of the towns, has been generally very satisfactory, the principal aim having been to get wider roads between the ditch lines and to replace, as far as possible, wooden bridges, culverts and sluices with permanent construction.

In about one-half of the towns of the county there is a lack of proper material for surfacing, with the exception of an abundance of field stone, and with proper stone crushers this difficulty would be overcome. Some very interesting work has been done in the construction of sand and clay roads, in the application of asphaltic oil, calcium chloride and glutrin to gravel roads. In the first instance, the roadway 12 feet wide and 1¼ miles long, was swept with an ordinary horse-drawn street sweeper and oil containing 65 per cent. asphaltum base was applied at about the rate of one-half gallon to each square yard of superficial area. This was screened over with a blotter of clean, sharp gravel, using about two cubic yards to each 100 feet in length. The road was then rolled with a ten-ton steam roller. After a few days the road hardened and has been entirely dustless and free from mud for the balance of the season, and to-day shows little appreciable wear. The cost in this case was five cents per square yard.

In the experiment with calcium chloride, four tons were screened with shovels over a very dusty road twenty feet wide and 3,000 feet long, at the rate of about one and a quarter pounds to the square yard. The road, after treatment, was dustless for a period of four weeks, although carrying a large automobile traffic usually at high speed. The road remained in first-class condition and the surface hardened. The cost was one and one-fifth cents per square yard. Where traffic is not excessive, it is believed that one application will last from five to six weeks.

One hundred and twenty miles of roadway have been widened to standard width; 64 miles have been surfaced with either stone, gravel or clay; 5,000 feet of guard rail erected; 9 permanent bridges and 97 stone, concrete or iron culverts have been constructed and installed.

SCHENECTADY COUNTY.

Of the 412 miles of the town highways of the county, less than sixty at this date remained unshaped and uncrowner. During the past year much excellent work has been done in bringing to either first, second or third class of standards many miles of the earth roads. The amount of town macadam built during the year being comparatively small from the fact that it was generally deemed more advisable to proceed with the work of standardizing and draining at this time than to put a large amount of money into stone surfacing.

A good amount of concrete construction, especially in the matter of concrete culverts, has been performed and conditions generally throughout the county are satisfactory.

SCHOHARIE COUNTY.

This county, taken as a whole, in consideration of the question of construction, repair and maintenance of its highways, presents a combination of bad conditions. The northern part of the county which comprises the towns of Carlisle, Cobleskill, Sharon, Seward and Esperence, together with portions of the towns of Schoharie, Wright and Middleburg, has much lime rock; and in a large percentage of cases, in the highways in these towns the rock lies so close to the surface as to make good drainage impossible except by the free use of dynamite, the ditches being blasted from the solid rock, requiring much additional expense.

It would appear that this rock would make excellent foundation; but, owing to the fact that the travel for years has caused a smooth and slippery condition, it is difficult to retain upon it any surfacing material which is available except crushed stone.

In portions of the same towns situated in the valleys, there is much black muck and clay, which affords extremely poor material for road construction and maintenance.

The grades in the southern portion of the county are, of necessity, quite heavy; owing to the mountainous nature of the country.

Bad clay conditions exist in several of the towns along the Schoharie river, the roads being dugways along sliding clay banks, and in addition the soil is very stony, consisting of cobbles, flat sandstone and shale rock and, in many instances, the removal of these stones after widening and crowning, materially increases the cost of crowning. There is but very little gravel in the county, except in the towns of Conesville and Summit.

Notwithstanding these difficulties, much progress has been made in the way of permanent improvement, such as widening, straightening, crowning, draining, the elimination of sharp curves, reducting of grades, surfacing with crushed stone and gravel and the placing of permanent culverts.

Owing to the fact that a large portion of the roads are not properly shaped and drained, it is impossible to maintain them by the use of a road hone alone.

The law relative to the cutting and removal of noxious weeds, briers and brush, has been generally observed throughout the county.

Approximately $9,000 has been expended on the repair and reconstruction of old bridges, and wherever new work has been undertaken, foundations have been laid in cement and the standard plans furnished by the State Commission of Highways, have been adhered to where possible. Nearly all iron and steel bridge work has been painted during the past year.

The sum of $4,288.21 has been expended for permanent culverts.

It is worthy of mention that this county expended for highway purposes during the year 1910, the sum of $73,415.62, an increase over the year 1909, of $9,921.47.

SCHUYLER COUNTY.

The highways, as a whole, are being improved in a satisfactory manner as to widening and crowning, opening of ditches, removing of stone and the cutting and removing of noxious weeds and brush. Fall plowing has been performed in most of the towns.

The practice of road honing has been generally adopted and the roads on which the road hone has been used, demonstrate the usefulness of this implement. A large number of water breaks has been removed. A little over one mile of highway has been surfaced with gravel, an effort being made to get all roads to proper shape and of sufficient width to accommodate the traffic rather than to build new ones.

SENECA COUNTY.

As a result of the increased amount of money raised for highway work during the past year, much good work has been accomplished. All of the permanent work completed during the season was performed in a satisfactory manner. Culverts have been extended on roads which have been turnpiked, or have been removed as conditions required. The law relative to the removal of weeds and brush has generally been fairly complied with.

STEUBEN COUNTY.

In the last annual report attention was called to the fact that between $9,000 and $10,000 had been expended for different kinds of sluice pipes. During the past season many old plank culverts and water breaks have been replaced with good, substantial stone and concrete culverts; in some of the towns stone having been laid in concrete for the sides and concrete slabs used for covers, thus making a moderate priced culvert, quickly placed, at a much less cost than was formerly paid for iron pipe. In this county the road hone has again demonstrated its usefulness, showing that roads properly shaped and crowned can be kept in good condition for most of the year at small expense. A number of the town superintendents have successfully built small reinforced concrete bridges, thus securing more permanent and better construction and at a less cost.

SUFFOLK COUNTY.

Suffolk county ranks among the first in the State in the quality of its highways. It is greatly handicapped by the absolute lack of native stone with which to construct macadam roads, but is fortunate in possessing a peculiar sandy loam which, if rightly used, makes an excellent road surface, and in those sections of the county where proper attention is given to construction and maintenance, the roads compare favorably with the finest. The roads in the section of the county where the topography permits are maintained at a width of 30 feet, the soil being sandy dries quickly, so that a low crown is permitted; and this, together with the fact that the main roads are treated with oil, makes them ideal. There is no question, however, that when the automobile traffic reaches a certain point, they will not withstand the traffic and must eventually be replaced by macadam.

SULLIVAN COUNTY.

The results of the past year in this county are most satisfactory. The main highways, almost without exception, have been brought to standard width, a system of drainage has been carried forward in all towns which will certainly count for much in the future maintenance of the roads. Old stone culverts and iron sluices have been entirely discarded; all small span bridges constructed during the past season have concrete floors, ditch lines have been straightened and much work has been performed in many towns in eliminating curves and reducing grades. Weeds and brush have been generally cut and removed. Eight of the fifteen towns have constructed stretches of macadam road, usually over a mile in length. All bridges have been measured and reports filed, giving the number of each bridge, width of roadway, width of bridge, height of abutments and material used in construction.

TIOGA COUNTY.

In accordance with the recommendations of the Commission, the greater part of the work upon the town highways of this county during the past year has been directed toward widening, straightening and standardizing. The idea being to get the greater part of the mileage into the condition regarded as standard for earth roads before attempting any great amount of surfacing with crushed stone or gravel. The amounts of money at the disposal of the several towns are generally rather small and with the means at hand, any attempt to do any considerable amount of surfacing either with crushed stone or gravel would result in depriving much of the other mileage of the towns of an amount sufficient to keep them in the condition which their traffic demands.

The building of concrete culverts has been followed quite generally in preference to buying any of the manufactured kinds and good results along this line have been obtained.

Such bridge work as has been done has been upon plans furnished by the Commission, several structures with concrete floors having been built.

TOMPKINS COUNTY.

A general plan has been adopted in each town of widening the roads to 24 feet, and properly grading and draining them, after which they are divided into sections and arrangements made with residents to see that they are properly honed.

The machinery of the county is properly housed.

Twenty new concrete bridges have been constructed during the year. More attention should be given the matter of opening ditches and the cutting and removal of noxious weeds and brush.

ULSTER COUNTY.

Taken as a whole, the general conditions relative to highway work have been greatly improved in the past two years in this county. In the town of Marbletown a large quantity of waste rock secured from the New York city aqueduct has been used for the purpose of metalling the highways and has proved very successful, and several new permanent sluices have been constructed.

In the town of Olive the city of New York has taken a great many miles of road from the town and is at the present time building substituted highways running near the border of the lake which will compose the reservoir for the city.

WARREN COUNTY.

This county has 11 towns of which 3 were under the money system when the present Highway Law took effect in 1908, while the remaining 8 were under the labor system. Since that time a very great change for the better has taken place throughout the county and is especially noticeable in the towns which were formerly under the labor system. These towns have made a number of improvements over the former conditions, such as widening roads, straightening dangerous curves, resurfacing roads with permanent material, erection of guard rails, construction of stone and concrete culverts and many other improvements for the betterment of their roads and the convenience of the traveling public.

WASHINGTON COUNTY.

This county has 1,533 miles of town highways, of which many miles lie in a mountainous region making permanent improvements an expensive matter. Much excellent work in the way of improving these mountain roads by blasting rock, both ledge and boulders, has been done during the past season. The practice of using steam drills for this class of work has proven very economical and much work of this character has been done in this way which could not otherwise have been accomplished with a reasonable limit of cost.

The work of improvement of the earth roads in general has been gratifying, many miles having been widened, straightened and standardized during the past year. Much concrete culvert work of a very creditable nature has been done. One piece of concrete work which is worthy of especial mention is that of the reinforced concrete arch in the town of White Creek near Eagle Bridge. This bridge was erected for the contract price $3,400 and is a piece of work which is a credit to the town. The town authorities generally throughout the county are in harmony with the Commission in the matter of town highway improvement and the promises of progress which may be confidently looked for in the immediate future are very bright.

WAYNE COUNTY.

The improvement of the Wayne county highways, as a whole, for the year 1910, have been very marked; a large amount of work cutting down hills and filling hollows has been done, and of the 1,348 miles of highways in the county 262 have been improved as town macadam or surfaced with gravel. The use of the road hone is practiced more generally in this county than in any other in the State and the results obtained have been most gratifying, proving conclusively the feasibility and economy of the use of this implement when properly applied.

The system of a town patrolman was given a trial during a portion of the season, and proved very satisfactory, so much so that several towns of the county will adopt the system for practically the entire working season of 1911.

The town macadam, of which nearly 14 miles were constructed during the year, is generally of a high class, much of it being built in accordance with State specifications.

A large amount of excellent concrete work has been done. The best of feeling between the town officials and highway authorities prevails, and the work for the coming year promises to show a much greater degree of improvement than in any single previous year of the history of road work as done by the towns.

WESTCHESTER COUNTY.

This county is one of the wealthiest in the State, many of the towns having raised large amounts of money for the improvement of the town highways and much work of a high character has been done. Many of the roads lie in a rolling, rocky country, making the work of widening, straightening and grading, very expensive. In several cases $5,000 per mile has been expended for this purpose alone.

Several of the town macadam roads have been built by contract under plans and specifications provided by the county engineer and under his supervision and excellent results along this line have been obtained. Much town macadam work has been done under the direction of different town superintendents, who have made a very creditable showing.

A systematic effort toward standardizing, in accordance with the recommendations of the Commission has been made, and excellent results have been shown. The removal of water breaks has been carried forward until these are practically eliminated, very few remaining in the county.

The use of concrete for culverts and short span bridges is followed almost exclusively in this county and many excellent examples of both are to be found in almost every town. The close of the year finds the highway affairs of the county in a generally satisfactory condition and harmony prevailing between the town, county and State authorities.

WYOMING COUNTY.

As stated in the last annual report, there are nothing but earth roads in Wyoming county, and they are in excellent condition, marked improvement having been made over the previous year. Many heavy grades have been reduced. During the past year 277½ miles of road were shaped and crowned, 4.75 miles surfaced with gravel and 855 miles honed. Ten bridges having a span of from 20 feet to 25 feet were erected at an average cost of approximately $396, 314 culverts, 45 of which were of stone or concrete, were built, the balance being of pipe construction.

The town of Sheldon is worthy of special mention; roads have been widened to 24 feet and ditches straightened. On one road in particular which was low and wet, having no drainage, the town superintendent drew in a large amount of field stone and rolled them down with a steam roller and surfaced same with material taken from the hill at one end, reducing the grade so that it will be dry and in good condition for years to come and is an example of road building for secondary roads.

YATES COUNTY.

The highways of Yates county are being improved at a rapid pace, roads are being crowned, ditch lines straightened, stones removed as well as noxious weeds, briers and brush in accordance with section 54, and the roads present an appearance of uniformity throughout the county.

Culverts of concrete, with concrete slabs and reinforcement of cold twisted steel are being constructed in several of the towns, thus constituting permanent improvements.

INDIAN RESERVATIONS.

Crossing the different Indian reservations of the State are many portions of highway which form connecting links in important roads. All the highways of the Indian reservations previous to 1910, had been in a state of partial neglect and in 1909 no work at all was done upon these roads owing to the fact that no money whatever was made available therefor. Consequently the beginning of 1910 found these roads in a deplorable condition.

an almost entire absence of sluices and culverts and bridges sadly in need of repair. The Legislature of 1910 provided for the use of the Commission in maintaining the reservation roads and bridges $29,800, of which $26,346.05 were expended, there being at this time in the hands of the Commission and of the Comptroller, $3,353.95. The amount of work accomplished and the quality of same, have been of a very gratifying nature, the main effort was directed toward putting the most important roads in passable condition first, that the main body of travel might be accommodated as for as possible. The greater portion of the work upon these reservation roads was done by employing Indian labor, and this feature, together with the improvements made, have been very gratifying to the inhabitants of the reservations, as well as to the traveling public generally. There are several large river bridges upon the reservations, and some of these are in need of immediate and extensive repairs which is the reason for the comparatively large amount of the appropriation asked for for this purpose for 1911 in the estimate given herewith.

COUNTY SUPERINTENDENT'S ESTIMATE FOR INDIAN RESERVATION ROADS.

Highways	$30,925 00
Bridges	42,230 00
Machinery	3,300 00
Miscellaneous	950 00
Total	$77,605 00

All of which is respectfully submitted,

FRANK D. LYON,
Second Deputy.

APPENDIX D.

RECEIPTS

Statement showing following data in regard to Town Roads, in each town:

1. Number of miles of road.
2. Valuation of towns outside of villages, including county and State equalization.
3. Valuation per mile as basis of State aid.
4. Balance on hand from previous year.
5. Amount collected and appropriated for roads.
6. Amount received as State aid.
7. Total moneys available for roads in 1910.
8. Amount collected and appropriated for bridges.
9. Amount collected and appropriated for the purchase, repair and storage of machinery and tools.
10. Amount collected and appropriated for snow and miscellaneous purposes.
11. Total available for all purposes.

ALBANY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Berne	135	$620,777	$4,598	$65 86	$2,167 03	$2,162 83	$4,395 72	$500 31	$325 00	$450 00
Bethlehem	109	3,102,856	28,466	969 48	5,905 35	2,950 00	9,824 83	1,477 61	234 90	1,172 65
Coeymans	104	1,129,137	10,857	41 43	4,601 70	2,600 00	7,243 13	606 96	311 62	1,655 55
Colonie	127	6,044,781	47,596	2,559 47	11,692 71	5,846 36	20,098 54	1,834 71	500 00	1,412 80
Guilderland	136	1,190,429	8,753	1,417 31	2,547 10	2,037 68	6,002 09	640 28	308 61	1,453 01
Knox	86	525,102	6,106	146 46	1,400 00	1,260 00	2,806 46	100 00	45 00	764 22
New Scotland	115	1,479,125	12,861	339 78	2,600 00	1,560 00	4,499 78	903 53	302 37	3,518 54
Rensselaerville	146	709,838	4,861	130 64	2,175 00	2,065 00	4,370 64	3,094 78	164 02	1,158 37
Westerlo	140	839,072	5,993	453 72	2,216 92	1,995 23	4,665 87	551 43	66 00	2,330 63
Totals	1,096	$15,641,117	....	$6,124 15	$35,305 81	$22,477 10	$63,907 06	$9,709 61	$2,257 52	$13,915 77

ALLEGANY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Alfred	64	$408,798	$6,387	$74 22	$1,671 66	$1,440 00	$3,185 88	$887 50	$225 00	$250 00
Allen	68	323,279	4,754	50 77	1,606 63	1,600 00	3,257 40	1,630 37	226 30	543 52
Alma	55	437,730	7,958	....	1,900 00	1,375 00	3,275 00	185 61	134 40	967 29
Almond	88	672,895	7,646	15 17	2,200 00	1,760 00	3,975 17	1,633 57	447 40	215 00
Amity	63	574,063	9,112	422 31	1,400 00	980 00	2,802 31	900 00	300 15	546 94
Andover	74	523,276	7,071	133 84	2,092 50	1,644 00	3,870 34	2,231 00	165 00	513 15
Angelica	56	350,683	6,262	183 34	1,550 00	1,395 00	3,128 34	2,547 36	145 55	724 50
Belfast	72	793,123	11,015	14 67	1,800 00	1,080 00	2,894 67	1,110 83	215 00	505 41
Birdsall	63	275,745	4,376	118 23	1,519 60	1,500 00	3,137 83	1,918 73	315 23	318 75
Bolivar	53	714,827	13,746	104 32	1,800 00	1,075 00	2,979 32	699 33	198 59	580 10
Burns	49	386,615	7,890	38 70	1,561 00	1,225 00	2,824 70	402 81	701 89	491 07
Canadea	66	644,517	9,765	4 42	2,900 00	1,650 00	4,554 42	1,619 34	350 00	598 06
Centerville	69	441,058	6,392	1 81	1,636 44	1,288 03	2,926 28	250 00	127 30	423 74
Clarksville	54	432,247	8,004	469 57	1,688 00	1,350 00	3,507 57	1,947 34	298 45	419 55
Cuba	73	732,979	10,040	270 73	2,003 20	1,400 00	3,673 93	1,024 02	379 03	447 33
Friendship	53	549,039	10,359	121 56	1,400 00	980 00	2,501 56	1,747 13	158 03	294 30
Genesee	52	610,240	11,735	410 26	2,000 00	1,300 00	3,710 26	264 35	282 34	652 64
Granger	66	371,249	5,624	235 55	2,300 00	1,350 00	3,885 55	541 10	250 16	476 68
Grove	65	339,873	5,228	101 17	1,500 00	1,350 00	2,951 17	1,053 50	355 58	408 60
Hume	72	921,767	12,802	....	3,457 09	1,800 00	5,257 09	3,496 74	300 00	1,376 27
Independence	76	456,952	6,012	213 98	1,617 82	1,440 00	3,271 80	584 49	380 49	250 51
New Hudson	70	503,434	7,191	27 53	1,600 00	1,280 00	2,907 53	1,498 01	53 94	283 79
Rushford	75	659,940	8,799	35 38	2,058 37	1,793 74	3,887 49	2,002 84	150 00	494 04
Scio	62	689,109	11,114	139 54	2,275 00	1,550 00	3,964 54	1,725 14	800 05	1,933 56
Ward	53	242,560	4,576	22 08	1,000 00	1,000 00	2,022 08	365 00	137 80	393 50
Wellsville	67	678,547	10,127	350 19	2,971 33	1,675 00	4,996 52	2,294 71	357 79	1,180 67
West Almond	67	265,506	3,962	40 79	1,100 00	1,100 00	2,240 79	755 90	265 45	239 13
Welling	76	391,743	5,154	417 52	1,800 00	1,620 00	3,837 52	548 58	179 88	339 91
Wirt	74	634,602	8,575	1,450 58	1,850 00	1,080 00	4,380 58	2,323 42	490 82	596 37
Totals	1,894	$15,026,396	....	$5,468 23	$54,258 64	$40,080 77	$99,807 64	$38,188 72	$8,391 62	$16,464 38

BROOME COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Barker	82	$651,005	$7,939	$332 77	$1,407 15	$1,120 00	$2,859 92	$849 56	$91 35	$126 72
Binghamton	59	267,331	4,531	248 35	1,021 42	1,021 42	2,291 19	250 00	29 50	110 40
Chenango	73	779,739	10,681	304 13	1,500 00	1,050 00	2,854 13	583 72	142 12	224 86
Colesville	160	1,178,923	7,368	307 88	4,000 00	3,480 00	7,787 88	3,107 50	314 81	511 66
Conklin	54	632,054	11,704	262 90	1,200 00	720 00	2,182 90	442 77	80 83	115 75
Dickinson	7	208,201	29,743	223 28	327 33	163 66	714 27	127 41	34 90	25 00
Fenton	77	613,671	7,969	270 67	1,400 00	1,520 00	3,190 67	9,874 12	72 93	148 87
Kirkland	66	688,655	10,434	192 98	1,850 00	1,435 00	3,477 98	742 19	75 00	330 59
Lisle	81	502,427	6,202	830 54	2,100 00	1,890 00	4,820 54	1,553 12	380 54	618 34
Maine	99	532,337	5,377	17	2,000 00	2,191 50	4,191 67	1,087 54	154 44	767 48
Nanticoke	43	197,139	4,584	2 59	650 00	648 00	1,300 59	308 49	50 49	227 48
Sanford	187	873,049	4,668	242 65	2,900 00	2,900 00	6,042 65	605 18	204 00	273 54
Triangle	67	421,126	6,285	740 71	1,400 00	1,260 00	3,400 71	500 00	35 80	215 09
Union	76	1,167,363	15,360	18 10	2,476 98	1,297 59	3,792 67	2,287 29	469 20	484 66
Vestal	112	727,499	6,495	12 21	2,485 35	2,236 82	4,734 38	1,475 00	128 19	218 00
Windsor	194	940,917	4,850	915 10	3,200 00	3,200 00	7,315 10	1,781 64	373 73	517 56
Totals	1,437	$10,381,436	....	$4,905 03	$29,918 23	$26,133 99	$60,957 25	$25,575 53	$2,637 83	$4,916 00

CATTARAUGUS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Allegany	99	$1,116,394	$11,276	$199 80	$2,437 11	$1,290 00	$3,926 91	$891 46	$250 00	$270 10
Ashford	97	657,291	6,776	1,473 25	3,000 00	2,250 00	6,723 25	912 50	99 33	764 97
Carrollton	31	394,165	12,715	836 54	3,826 00	775 00	5,437 54	631 54	71 22	394 00
Cold Spring	35	185,427	5,298	100 65	960 21	720 00	1,780 86	256 20	60 22	106 00
Conewango	66	454,047	6,879	431 08	1,200 00	1,080 00	2,711 08	1,626 23	121 68	518 58
Dayton	67	508,256	7,585	599 34	2,500 00	1,675 00	4,774 34	1,348 55	206 91	328 43
East Otto	72	476,023	6,611	59 62	1,250 00	1,125 00	2,434 62	464 16	60 95	17 00
Elko	20	107,553	5,377	159 68	1,118 52	360 00	1,638 20	284 42	225 00	83 66
Ellicottville	68	431,281	6,342	183 69	2,211 38	1,700 00	4,095 07	2,012 36	126 29	714 66
Farmersville	78	546,048	7,000	80 96	1,500 00	1,200 00	2,780 96	659 41	139 34	226 90
Franklinville	81	528,267	6,521	458 46	1,887 30	1,692 90	4,038 66	1,127 84	330 75	522 25
Freedom	78	650,112	8,331	184 35	2,009 20	1,600 00	3,793 55	1,673 02	171 54	637 00
Great Valley	78	478,264	6,131	365 63	1,961 50	1,710 00	4,037 13	800 00	149 76	182 00
Hinsdale	73	500,339	6,854	111 39	1,714 80	1,530 00	3,356 19	1,807 37	110 00	328 48
Humphrey	70	254,078	3,629	13 79	1,759 00	1,750 00	3,522 79	758 90	150 00	581 61
Ischua	66	323,364	4,899	....	2,818 71	1,650 00	4,468 71	100 00	112 02	357 04
Leon	67	412,175	6,151	303 32	1,300 00	1,170 00	2,773 32	1,014 80	100 00	300 00
Little Valley	35	231,146	6,604	353 64	1,000 00	875 00	2,228 64	2,533 49	75 45	248 35
Lyndon	58	320,882	5,532	16 26	1,200 00	1,242 00	2,458 26	157 58	75 00	243 80
Machias	79	590,856	7,479	42 10	1,800 00	987 00	2,829 10	465 85	100 00	845 46
Mansfield	77	441,763	5,737	21 13	1,500 00	1,350 00	2,871 13	1,530 50	75 00	441 41
Napoli	57	356,083	6,247	107 76	1,000 00	900 00	2,007 76	893 02	25 50	526 67
New Albion	68	319,812	4,703	648 22	1,888 00	1,700 00	4,236 22	1,131 90	142 41	826 32
Olean	42	492,829	11,734	72 27	725 00	656 12	1,453 39	782 82	100 00	250 00
Otto	53	424,141	8,002	163 58	1,200 00	960 00	2,323 58	541 26	50 00	253 44
Perrysburg	54	358,906	6,646	522 58	1,200 00	1,080 00	2,802 58	487 27	89 91	255 85
Persia	31	122,745	3,959	....	1,041 32	775 00	1,816 32	613 31	325 90	350 21
Portville	54	356,405	6,600	288 68	1,600 00	1,350 00	3,238 68	3,103 71	98 75	197 18
Randolph	60	256,012	4,266	421 84	1,000 00	1,000 00	2,421 84	497 03	150 64	306 31
Red House	32	169,663	5,302	342 03	796 50	630 00	1,768 53	1,142 01	30 00	164 70
Salamanca	18	66,839	3,713	558 81	600 00	450 00	1,608 81	4,449 38	322 31	69 08
South Valley	45	112,629	2,502	6 00	900 00	900 00	1,806 00	688 15	40 15	75 00
Yorkshire	69	571,216	8,278	410 95	1,250 00	1,000 00	2,660 95	1,252 58	258 31	445 12
Totals	1,978	$13,215,015	....	$9,537 40	$52,154 55	$39,133 02	$100,824 97	$36,638 62	$4,444 34	$11,831 58

CAYUGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Aurelius	66	$1,197,192	$18,139	$85 23	$2,807 60	$1,403 80	$4,296 63	$789 37	$157 38	$640 28
Brutus	52	1,002,464	19,278	551 85	1,375 29	600 00	2,527 14	485 74	60 00	715 43
Cato	67	805,609	12,024	103 54	1,949 54	1,113 70	3,166 78	214 74	149 65	649 47
Conquest	67	827,033	12,343	456 18	1,600 00	960 00	3,016 18	552 27	202 96	669 41
Fleming	54	805,768	14,921	380 63	1,620 00	810 00	2,810 63	1,180 37	50 10	362 18
Genoa	77	1,035,437	13,447	530 93	1,700 00	850 00	3,080 93	690 67	222 40	229 40
Ira	73	743,084	10,179	951 94	1,353 63	947 54	3,253 11	443 01	395,68	941 09
Ledyard	85	981,158	11,543	471 82	1,771 64	1,062 98	3,306 44	658 96	123 64	303 75
Locke	53	560,342	10,572	....	2,182 95	1,325 00	3,507 95	500 00	74 00	1,014 11
Mentz	40	819,587	20,489	174 95	2,000 00	1,000 00	3,174 95	300 00	342 28	692 52
Montezuma	40	762,193	19,054	99 59	2,000 00	1,000 00	3,099 59	278 77	54 00	296 77
Moravia	52	560,581	10,780	182 72	1,857 00	1,299 90	3,339 62	783 64	204 25	499 63
Niles	82	794,901	9,694	330 58	1,800 00	1,260 00	3,390 58	543 63	231 99	1,122 99
Owasco	45	891,968	19,821	131 44	1,800 00	900 00	2,831 44	337 77	117 35	263 45
Scipio	79	1,154,462	14,613	476 79	1,800 00	900 00	3,176 79	100 00	80 05	872 50
Sempronius	67	437,825	6,534	36 29	1,300 00	1,170 00	2,506 29	737 88	150 00	877 41
Sennett	63	1,183,521	18,786	34 48	2,241 18	1,120 59	3,396 25	302 86	271 86	701 33
Springport	47	681,657	14,503	....	1,688 63	844 31	2,532 94	603 76	93 35	323 67
Sterling	104	919,666	8,843	232 63	2,142 00	1,713 60	4,088 23	677 58	151 35	1,795 51
Summerhill	61	340,768	5,586	3 76	1,308 76	1,177 88	2,490 40	209 17	51 69	710 61
Throop	53	581,787	10,975	29 65	1,500 00	1,050 00	2,579 65	994 80	100 00	468 50
Venice	87	901,659	10,364	327 53	2,093 21	1,465 25	3,885 99	508 25	111 40	620 78
Victory	76	666,152	8,765	150 03	1,800 00	1,440 00	3,390 03	593 33	106 00	1,365 67
Totals	1,490	$18,654,814	....	$5,742 56	$41,691 43	$25,414 55	$72,848 54	$12,486 62	$3,501 38	$16,136 46

CHAUTAUQUA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Arkwright	67	$314,719	$4,699	$118 79	$1,050 00	$1,050 00	$2,218 79	$576 94	$78 90	$118 52
Busti	102	666,132	6,530	166 10	2,000 00	1,800 00	3,966 10	1,223 57	102 76	1,196 72
Carroll	60	519,325	8,655	148 54	1,200 00	960 00	2,308 54	688 50	75 85	406 50
Charlotte	68	332,647	4,891	206 66	1,250 00	1,250 00	2,706 66	1,529 35	108 87	340 11
Chautauqua	116	1,911,908	16,482	245 42	4,699 86	2,250 00	7,195 28	1,776 40	742 89	1,941 13
Cherry Creek	50	308,756	6,175	75 45	1,000 00	900 00	1,975 45	787 94	63 14	471 86
Clynier	70	538,674	7,695	175 16	2,027 43	1,600 00	3,802 59	341 28	153 86	349 21
Dunkirk	14	443,892	31,706	149 80	957 00	443 89	1,550 69	500 00	50 00	125 00
Ellery	97	1,051,653	10,842	408 54	3,000 00	2,100 00	5,508 54	1,002 88	400 00	662 82
Ellicott	69	826,251	11,974	95 00	1,500 00	900 00	2,495 00	3,555 21	193 17	683 66
Ellington	69	431,018	6,246	261 38	1,917 00	1,725 00	3,903 38	1,209 93	274 85	391 00
French Creek	57	320,519	5,623	97 66	1,000 00	900 00	1,997 66	800 00	61 40	50 00
Gerry	58	443,282	7,642	01	1,115 00	880 00	1,995 01	1,571 01	38 10	486 41
Hanover	98	1,176,158	12,001	114 44	3,500 00	2,100 00	5,714 44	3,000 00	200 00	536 70
Harmony	153	1,389,992	9,084	472 94	3,568 00	2,450 00	6,490 94	2,365 55	631 47	1,025 76
Kiantone	34	292,935	8,616	171 05	857 79	686 23	1,715 07	402 42	65 00	50 00
Mina	59	451,774	7,657	259 92	1,500 00	1,305 40	3,065 32	1,076 94	100 00	928 18
Poland	66	608,269	9,216	15 58	1,600 50	1,120 00	2,736 08	896 65	134 61	216 08
Pomfret	83	1,143,633	13,778	557 60	3,450 00	1,725 00	5,732 60	8,582 28	573 00	743 98
Portland	82	1,251,894	15,267	35 33	6,424 78	2,025 00	8,485 11	1,047 57	311 30	973 83
Ripley	88	1,570,461	17,846	....	4,287 11	1,350 00	5,637 11	788 81	168 46	100 00
Sheridan	75	1,627,336	21,697	185 49	2,838 60	1,400 00	4,424 09	2,631 13	254 81	263 58
Sherman	65	439,677	6,764	479 92	1,346 40	1,170 00	2,996 32	2,264 11	70 95	500 00
Stockton	92	758,451	8,243	260 86	1,687 00	1,280 00	3,227 86	762 98	200 00	855 18
Villenova	67	408,208	6,092	317 70	1,319 12	1,170 00	2,806 82	933 27	140 91	533 26
Westfield	90	946,547	10,517	....	3,000 00	2,250 00	5,250 00	2,000 00	682 99	581 39
Totals	1,950	$20,154,041	....	$5,019 34	$58,095 59	$36,890 52	$99,905 45	$42,314 72	$5,877 29	$14,530 88

CHEMUNG COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Ashland	28	$501,239	$17,901	....	$1,800 00	$650 00	$2,450 00	$1,032 42	$100 00	$500 00
Baldwin	63	224,173	3,558	$73 12	1,575 00	900 00	2,548 12	866 48	79 35	94 17
Big Flats	89	1,267,678	14,243	502 00	2,500 00	1,250 00	4,252 00	1,598 98	224 88	715 90
Catlin	88	453,615	5,154	4 33	1,598 25	1,501 85	3,104 43	717 91	92 80	313 25
Chemung	104	1,201,651	11,554	595 27	2,000 00	1,800 00	4,395 27	1,247 96	100 00	258 78
Elmira	50	732,582	14,651	2 44	2,551 37	850 00	3,403 81	1,550 96	257 76	94 16
Erin	93	392,011	4,215	104 08	1,500 00	1,500 00	3,104 08	797 68	309 01	213 33
Horseheads	73	1,051,381	14,402	313 98	1,814 15	900 00	3,028 13	1,018 83	210 41	200 00
Southport	110	1,311,377	11,921	....	4,000 00	2,690 40	6,690 40	511 06	147 82	96 80
Van Etten	81	473,034	5,839	507 73	1,700 48	1,350 00	3,558 21	501 98	101 94	376 28
Veteran	90	828,693	9,207	99 69	1,800 00	1,260 00	3,159 69	310 00	103 54	207 56
Totals	869	$8,437,434	....	$2,202 64	$22,839 25	$14,652 25	$39,694 14	$10,154 26	$1,727 51	$3,070 23

CHENANGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Afton	80	$705,451	$8,818	$9 29	$1,818 76	$2,000 00	$3,828 05	$535 20	$165 06	$132 41
Bainbridge	71	580,594	8,177	63 68	1,570 90	1,256 72	2,891 30	800 00	45 00	156 28
Columbus	83	533,239	6,424	142 26	1,424 07	1,281 66	2,847 99	700 00	375 00	102 10
Coventry	84	536,196	6,383	16 87	1,421 66	1,279 49	2,718 02	1,018 24	104 60	167 00
German	55	169,668	3,084	5 77	744 73	782 80	1,533 30	36 00	46 50	147 00
Greene	145	1,107,849	7,640	28 74	4,151 11	3,303 48	7,483 33	1,607 63	544 97	565 53
Guilford	118	1,307,660	11,081	1,425 18	3,613 42	2,167 45	7,206 05	868 95	469 35	410 63
Lincklean	58	188,284	3,246	4 44	923 92	792 35	1,720 71	610 54	27 25	221 29
McDonough	83	314,853	3,793	238 98	1,359 79	1,184 74	2,783 51	294 70	252 98	178 44
New Berlin	88	814,956	9,260	....	2,781 52	2,200 00	4,981 52	1,820 43	500 00	839 91
North Norwich	51	589,734	11,563	....	1,351 18	1,009 16	2,360 34	1,402 07	100 00	168 80
Norwich	75	774,571	10,327	58 83	2,891 10	1,850 06	4,799 54	647 63	147 50	225 00
Otselic	81	416,985	5,148	278 04	1,285 00	1,152 00	2,715 04	657 94	7 35	114 63
Oxford	113	998,392	8,835	83 81	2,558 80	1,876 37	4,518 98	678 16	145 38	304 81
Pharsalia	68	269,685	3,966	9 71	1,438 35	1,438 35	2,886 41	101 00	237 55	230 64
Pitcher	60	275,243	4,587	2 01	1,006 90	994 90	2,003 81	493 99	101 56	64 88
Plymouth	88	419,427	4,766	8 22	1,426 60	1,426 60	2,861 42	400 00	102 90	42 09
Preston	57	416,690	7,310	15 82	1,128 21	902 57	2,046 60	330 72	52 00	230 00
Sherburne	96	933,732	9,726	42 80	3,296 14	2,295 05	5,633 99	658 43	482 44	75 00
Smithville	102	468,705	4,595	24 28	2,135 00	1,965 00	4,124 28	1,392 03	154 34	404 48
Smyrna	90	499,915	5,554	92 03	1,671 28	1,276 69	3,040 00	408 00	360 00	267 06
Totals	1,746	$12,321,829	....	$2,550 31	$39,998 44	$32,435 44	$74,984 19	$5,461 66	$4,421 73	$5,047 98

CLINTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Altona	98	$420,905	$4,295	$15 51	$1,800 00	$1,800 00	$3,615 51	$1,005 24	$209 82	$850 11
Ausable	66	687,353	10,414	....	1,200 55	1,028 56	2,229 11	575 16	154 87	275 52
Beekmantown	97	763,082	7,866	23 71	1,856 30	1,440 00	3,320 01	1,100 00	112 44	1,050 39
Black Brook	106	426,334	4,022	....	3,168 83	2,650 00	5,818 83	419 50	221 87	495 09
Champlain	88	748,838	8,509	82 28	1,619 75	1,360 00	3,062 03	1,066 77	268 34	1,710 64
Chazy	109	935,700	8,584	8 00	1,876 33	1,765 28	3,649 61	160 06	65 50	1,023 29
Clinton	88	428,969	4,874	92 34	1,500 00	1,900 00	3,492 34	1,078 40	99 55	747 36
Dannemora	45	426,067	9,468	....	1,727 34	1,125 00	2,852 34	150 00	100 00	150 00
Ellenburg	111	742,696	6,691	88 76	2,800 92	1,980 00	4,869 68	1,156 60	494 00	521 84
Moores	135	709,693	5,257	116 71	2,700 00	1,980 00	4,796 71	5,709 65	722 35	890 73
Peru	120	1,059,943	8,832	....	2,050 00	1,640 00	3,690 00	1,820 96	353 10	933 83
Plattsburg	103	1,020,610	9,908	131 32	2,095 26	1,400 00	3,626 58	350 14	50 00	685 53
Saranac	148	602,113	4,068	150 86	2,960 00	2,960 00	6,070 86	250 00	50 00	500 00
Schuyler Falls	63	553,108	8,779	32 26	1,999 73	1,574 40	3,606 39	502 66	119 75	636 49
Totals	1,379	$9,525,411	....	$741 75	$29,355 01	$24,603 24	$54,700 00	$15,345 14	$3,021 59	$10,470 82

COLUMBIA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Ancram	92	$826,453	$8,983	$437 21	$2,000 00	$1,600 00	$4,037 21	$429 50	$450 62	$734 35
Austerlitz	93	322,106	3,463	119 20	1,488 00	1,613 94	3,221 14	376 77	105 83	110 76
Canaan	80	948,588	11,857	756 40	2,000 00	1,200 00	3,956 40	738 78	188 98	502 50
Chatham	150	1,984,092	13,227	999 66	4,003 40	2,000 00	7,003 06	2,095 09	390 41	1,034 32
Claverack	102	1,582,594	15,515	362 02	3,000 00	1,500 00	4,862 02	4,853 73	300 00	839 48
Clermont	40	846,723	21,168	488 89	1,800 00	900 00	3,188 89	4,819 29	300 00	437 79
Copake	79	1,066,474	13,499	250 86	2,000 00	1,000 00	3,250 86	562 53	221 78	1,137 70
Gallatin	70	394,216	5,631	184 91	1,500 00	1,350 00	3,034 91	1,238 58	25 00	538 25
Germantown	39	908,705	23,300	419 62	2,000 00	975 00	3,394 62	272 26	203 85	336 22
Ghent	112	1,637 760	14,622	412 40	2,729 53	1,414 76	4,556 69	1,982 31	255 77	708 62
Greenport	38	963,981	25,368	377 31	2,000 00	963 98	3,341 29	4,097 50	227 29	375 98
Hillsdale	101	648,489	6,420	184 15	2,000 00	1,800 00	3,984 15	1,099 57	152 25	500 00
Kinderhook	68	1,051,440	15,462	478 32	2,000 00	1,000 00	3,478 32	1,244 26	225 00	616 85
Livingston	86	877,185	10,199	527 94	2,000 00	1,400 00	3,927 94	3,513 87	300 15	916 60
New Lebanon	87	576,052	6,622	....	1,600 00	1,890 00	3,490 00	445 55	167 93	255 12
Stockport	27	1,209,119	44,782	75 99	2,523 00	750 00	3,348 99	641 39	125 00	10 00
Stuyvesant	46	1,702,809	37,017	88 16	2,285 00	1,142 50	3,515 66	393 42	275 00	589 40
Taghkanic	69	426,755	6,184	257 78	1,300 00	1,170 00	2,727 78	103 50	169 97	875 60
Totals	1,379	$17,973,541	....	$6,420 82	$38,228 93	$23,670 18	$68,319 93	$28,907 90	$4,084 83	$10,518 94

CORTLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Cincinnatus	56	$332,762	$5,942	$384 26	$1,000 00	$900 00	$2,284 26	$334 15	$259 75	$174 41
Cortlandville	105	967,583	9,215	358 43	2,245 93	1,572 15	4,176 51	663 09	201 80	297 91
Cuyler	80	466,591	5,832	13 72	1,300 00	1,170 00	2,483 72	300 41	30 00	227 20
Freetown	55	262,814	4,778	202 53	1,516 90	1,375 00	3,094 43	375 52	275 30	296 93
Harford	52	279,021	5,365	1,246 11	875 00	787 50	2,908 61	540 79	150 00	195 85
Homer	108	1,302,438	12,059	115 83	4,023 68	2,282 42	6,421 93	1,184 15	328 07	769 16
Lapeer	45	253,208	5,626	218 46	810 50	729 00	1,757 96	105 22	51 12	276 72
Marathon	49	315,098	6,430	100 99	1,000 00	900 00	2,000 99	393 78	323 73	213 73
Preble	57	654,138	11,476	664 32	1,064 07	638 44	2,366 83	425 00	212 73	142 35
Scott	55	273,320	4,969	....	900 00	900 00	1,800 00	322 26	81 00	135 69
Solon	58	253,926	4,378	154 58	986 00	986 00	2,126 58	505 66	100 32	136 66
Taylor	67	247,503	3,694	35 45	1,200 00	1,200 00	2,435 45	369 37	203 00	148 02
Truxton	85	565,761	6,656	381 25	1,525 00	1,350 00	3,256 25	598 14	321 32	209 76
Virgil	108	594,839	5,507	1,080 16	1,728 00	1,555 20	4,363 36	1,000 00	164 05	580 74
Willett	57	274,471	4,815	332 71	1,074 95	1,000 00	2,407 66	557 78	153 50	206 67
Totals	1,037	$7,043,473	....	$5,288 80	$21,250 03	$17,345 71	$43,884 54	$7,675 32	$2,855 69	$4,011 80

DELAWARE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Andes	165	$690,470	$4,184	$98 82	$2,800 00	$2,800 00	$5,698 82	$487 07	$250 00	$620 25
Bovina	78	623,902	7,998	210 50	1,914 50	1,476 80	3,601 80	1,249 15	440 51	199 30
Colchester	187	827,577	4,425	136 49	4,100 00	4,000 00	8,236 49	2,634 22	114 74	296 71
Davenport	86	753,033	8,756	53 84	2,000 00	1,600 00	3,653 84	427 13	154 29	267 30
Delhi	106	644,107	6,076	334 40	3,500 00	2,650 00	6,484 40	1,307 40	281 20	324 96
Deposit	72	488,601	6,786	....	1,800 00	1,620 00	3,420 00	225 82	277 05	126 07
Franklin	156	1,246,094	7,994	381 34	3,500 00	2,800 00	6,681 34	541 36	483 08	711 05
Hamden	92	787,586	8,560	13 41	1,912 76	1,520 00	3,446 17	397 46	525 82	168 67
Hancock	226	1,155,760	5,114	450 80	7,000 00	5,650 00	13,100 80	1,676 66	501 10	901 00
Harpersville	81	406,614	5,019	305 00	1,750 00	1,575 00	3,630 00	527 71	154 63	216 67
Kortright	131	939,462	7,171	327 09	2,500 00	2,000 00	4,827 09	1,000 00	149 45	311 97
Masonville	92	544,510	5,918	6 67	1,500 00	1,350 00	2,856 67	184 00	177 29	592 61
Meredith	113	813,564	7,199	219 08	2,818 10	2,240 00	5,277 18	982 66	374 57	433 87
Middletown	156	1,010,450	6,477	150 11	4,914 36	3,900 00	8,964 47	1,540 37	480 19	765 18
Roxbury	141	1,214,532	8,613	29 25	4,050 00	3,120 00	7,199 25	817 00	234 21	525 65
Sidney	92	834,024	9,065	344 01	2,700 00	1,890 00	4,934 01	1,569 79	273 50	705 60
Stamford	73	490,532	6,719	4 02	1,736 19	1,500 30	3,240 51	209 70	305 41	130 00
Tompkins	162	695,663	4,294	....	2,536 21	2,500 00	5,036 21	740 00	225 00	200 00
Walton	149	856,281	5,746	44 00	5,469 86	3,725 00	9,238 86	1,893 31	710 70	1,208 03
Totals	2,358	$15,022,762	....	$3,108 83	$58,501 98	$47,917 10	$109,527 91	$8,410 81	$6,112 74	$8,704 89

DUTCHESS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Amenia	73	$1,118,920	$15,327	....	$4,192 39	$1,825 00	$6,017 39	$739 13	$235 30	$383 62
Beekman	54	564,524	10,454	$60 67	1,250 00	875 00	2,185 67	1,457 64	45 19	291 66
Clinton	90	671,173	7,457	....	1,934 85	1,360 00	3,294 85	500 00	50 00	850 00
Dover	87	1,048,558	12,052	740 81	3,625 00	2,175 00	6,540 81	2,679 55	300 00	501 24
East Fishkill	103	1,100,208	10,681	194 24	2,500 00	1,750 00	4,444 24	1,633 83	190 00	346 66
Fishkill	64	1,239 336	19,364	603 60	3,000 00	1,500 00	5,103 60	1,104 77	50 00	143 29
Hyde Park	85	2,724,428	32,052	....	4,540 84	2,250 00	6,790 84	566 48	50 35	972 55
La Grange	93	833,767	8,965	269 17	2,800 00	2,240 00	5,309 17	1,524 97	145 62	800 00
Milan	86	350,482	4,075	....	1,290 00	1,290 00	2,580 00	400 00	64 88	381 14
North East	86	1,042,248	12,119	252 07	3,000 00	1,800 00	5,052 07	1,860 75	174 78	1,125 70
Pawling	86	1,041,938	12,115	84 77	4,000 00	2,150 00	6,234 77	932 97	236 20	1,264 91
Pine Plains	61	802,360	13,153	11 65	2,200 35	1,100 00	3,312 00	301 45	111 87	503 00
Pleasant Valley	76	604,102	7,948	5 24	2,126 50	1,700 00	3,831 74	463 52	84 43	335 39
Poughkeepsie	72	3,054,030	42,417	527 21	4,000 00	2,000 00	6,527 21	340 05	50 00	100 00
Red Hook	76	1,967,613	25,889	968 20	4,000 00	1,967 61	6,935 81	700 00	685 29	979 13
Rhinebeck	85	2,872,070	33,789	495 08	5,793 32	2,125 00	8,413 40	598 23	616 53	1,356 71
Stanford	99	1,054,784	10,654	595 78	1,877 44	1,295 00	3,768 22	713 04	100 00	911 72
Union Vale	79	431,710	5,464	189 48	1,500 00	1,350 00	3,059 48	1,101 80	161 45	229 17
Wappinger	57	1,069,199	18,757	1,223 02	2,000 00	1,000 00	4,223 02	802 78	75 00	207 83
Washington	105	1,140,253	10,859	753 88	3,132 59	2,152 50	6,038 97	189 24	249 35	1,266 69
Totals	1,617	$24,731,703	....	$6,974 87	$58,763 28	$33,905 11	$99,643 26	$18,610 20	$3,676 24	$12,950 41

ERIE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Alden	58	$1,519,005	$26,189	$500 24	$3,352 68	$1,519 00	$5,371 92	$900 00	$300 00	$475 57
Amherst	108	2,187,093	20,250	1,327 69	4,500 00	2,250 00	8,077 69	2,966 96	516 99	1,112 21
Aurora	76	656,744	8,641	....	2,500 00	1,900 00	4,400 00	1,500 00	200 00	951 43
Boston	72	464,900	6,456	319 96	1,486 00	1,337 40	3,143 36	445 99	25 00	468 40
Brant	41	736,906	17,973	54 14	2,000 00	1,000 00	3,054 14	1,202 59	344 01	329 20
Cheektowaga	70	3,963,731	56,624	1,974 88	8,388 00	3,963 73	14,326 61	6,730 00	384 38	1,034 84
Clarence	121	1,484,522	12,268	1,038 25	3,992 41	2,395 45	7,426 11	500 00	59 16	57 02
Colden	64	431,654	6,744	96 19	1,514 63	1,350 00	2,960 82	662 62	163 69	201 02
Collins	97	1,084,051	11,175	390 38	2,425 22	1,755 00	4,570 60	1,162 22	133 43	374 90
Concord	122	1,063,564	8,717	32	3,047 37	2,400 00	5,447 69	2,159 98	662 83	807 62
East Hamburg	82	1,306,188	15,929	742 85	4,981 26	2,050 00	7,774 11	1,000 00	93 32	793 45
Eden	76	877,729	11,548	785 86	3,000 00	1,800 00	5,585 86	400 00	208 27	601 92
Elma	76	1,077,587	14,178	1,109 75	2,656 93	1,295 28	5,061 96	2,128 52	127 45	938 85
Evans	82	1,448,838	17,668	51 92	4,152 68	2,050 00	6,254 60	1,540 11	106 21	275 00
Grand Island	56	1,136,090	20,287	4 13	5,000 00	1,400 00	6,404 13	1,310 30	703 44	75 00
Hamburg	83	3,316,974	39,963	1,107 34	8,935 64	3,316 97	13,359 95	965 23	325 07	992 25
Holland	58	589,775	10,168	703 24	1,819 65	1,260 00	3,782 89	2,605 32	91 21	523 01
Lancaster	72	2,414,899	33,540	913 29	3,707 66	1,811 00	6,431 95	8,400 67	25 00	250 00
Marilla	53	562,653	10,616	136 11	1,934 50	1,325 00	3,395 61	908 51	177 02	412 80
Newstead	101	1,083,175	10,724	285 06	3,471 48	2,100 00	5,856 54	1,347 00	364 82	380 10
North Collins	85	991,808	11,668	91 90	2,500 00	1,500 00	4,091 90	399 34	110 95	383 00
Sardinia	74	852,469	11,519	120 36	2,885 65	1,611 39	4,417 40	5,203 08	213 58	425 68
Tonawanda	34	3,012,379	88,599	1,069 32	5,898 37	2,800 00	9,767 69	763 40	50 00	300 00
Wales	59	538,143	9,121	....	1,602 72	1,120 00	2,722 72	653 11	25 00	490 50
West Seneca	80	9,097,501	113,718	....	4,409 69	2,146 55	6,556 24	1,500 00	500 00	1,846 11
Totals	1,900	$41,898,378	....	$12,823 18	$90,162 54	$47,456 77	$150,242 49	$47,354 95	$5,910 83	$14,499 88

ESSEX COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Chesterfield	96	$734,463	$7,650	$201 75	$1,800 00	$1,440 00	$3,441 75	$303 00	$247 22	$930 72
Crown Point	112	895,809	7,998	71 14	2,513 70	1,600 00	4,184 84	419 70	140 56	1,304 75
Elizabethtown	56	330,088	5,892	23 11	1,903 20	1,400 00	3,326 31	814 18	278 26	453 62
Essex	63	847,637	13,454	462 53	1,633 63	800 00	2,896 16	1,403 15	331 15	1,641 67
Jay	84	622,245	7,407	140 08	2,000 00	1,600 00	3,740 08	604 65	330 77	1,294 00
Keene	79	675,403	8,540	....	3,463 00	1,760 00	5,223 00	2,723 00	174 75	1,493 00
Lewis	93	287,823	3,094	20	1,700 00	1,700 00	3,400 20	1,054 27	346 27	2,250 52
Minerva	107	304,699	2,847	....	3,300 00	2,675 00	5,975 00	726 68	922 00	3,289 48
Moriah	95	2,659,484	27,994	30 45	8,600 00	2,659 48	11,289 93	3,636 79	975 40	1,732 62
Newcomb	41	302,897	7,387	152 40	3,200 00	1,025 00	4,377 40	250 00	636 80	835 40
North Elba	54	893,926	16,554	841 54	3,200 00	1,350 00	5,391 54	1,500 00	590 65	1,008 42
North Hudson	54	248,676	4,605	....	1,957 65	1,275 00	3,232 65	400 00	37 72	1,501 55
St. Armand	23	134,916	5,865	653 37	1,000 00	575 00	2,228 37	395 79	53 00	670 88
Schroon	77	423,377	5,498	25 42	1,700 00	1,530 00	3,255 42	263 59	333 67	1,122 20
Ticonderoga	100	1,248,432	12,484	593 35	5,000 00	2,500 00	8,093 35	1,356 88	2,472 38	1,679 80
Westport	72	858,523	11,923	137 75	1,600 00	960 00	2,697 75	1,100 00	99 72	804 67
Willsboro	60	918,038	15,300	805 41	1,800 00	900 00	3,505 41	311 67	209 28	728 33
Wilmington	40	95,904	2,397	51 69	1,003 49	1,000 00	2,055 18	370 24	165 50	660 10
Totals	1,306	$12,482,340	....	$4,190 19	$47,374 67	$26,749 48	$78,314 34	$17,633 59	$8,345 10	$23,401 73

FRANKLIN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Altamont	17	$579,631	$34,095	....	$4,465 97	$579 63	$5,045 60	$197 60	$500 00	$452 79
Bangor	65	818,536	12,592	$124 00	3,900 60	1,625 00	5,949 60	1,000 00	501 46	550 42
Belmont	103	669,407	6,499	161 04	2,000 00	1,800 00	3,961 04	850 99	174 52	725 72
Bombay	70	515,130	7,359	26 91	2,375 34	1,400 00	3,802 25	171 16	571 74	651 05
Brandon	46	149,575	3,251	7 00	1,137 50	1,137 50	2,282 00	650 00	174 34	338 31
Brighton	44	604,660	13,742	4,293 97	5,366 65	1,100 00	10,760 62	200 00	1,096 90	1,000 00
Burke	80	659,724	8,246	18 48	1,525 00	1,340 00	2,883 48	525 89	252 23	407 15
Chateaugay	92	768,416	8,352	18 93	3,603 67	2,300 00	5,922 60	1,901 48	500 00	600 33
Constable	59	366,961	6,219	222 26	1,200 00	1,080 00	2,502 26	2,376 26	226 49	349 95
Dickinson	70	424,473	6,063	125 08	1,478 94	1,080 00	2,684 02	526 74	139 82	625 28
Duane	40	155,323	3,883	3 99	1,000 26	1,000 00	2,004 25	104 97	120 24	553 90
Fort Covington	58	446,255	7,694	442 57	1,929 91	1,440 00	3,812 48	1,044 53	446 67	465 27
Franklin	128	604,890	4,725	166 00	5,235 88	3,200 00	8,601 88	1,714 74	154 03	3,352 00
Harrietstown	71	859,390	12,104	132 66	9,745 44	1,775 00	11,653 10	2,040 12	574 75	2,470 23
Malone	155	1,416,181	9,136	640 17	4,000 00	2,800 00	7,440 17	2,780 24	386 45	1,133 22
Moira	81	947,266	11,694	44 88	2,800 00	1,680 00	4,524 88	1,284 16	105 40	659 40
Santa Clara	65	635,770	9,781	42 73	3,707 78	1,625 00	5,375 51	629 56	1,760 80	1,738 73
Waverly	55	533,447	9,699	15 02	3,516 60	1,375 00	4,906 62	1,000 00	625 52	799 04
Westville	68	280,774	4,129	....	1,560 00	1,560 00	3,120 00	527 30	320 74	348 50
Totals	1,367	$11,435,809	....	$6,785 69	$60,549 54	$29,897 13	$97,232 36	$19,525 74	$8,632 10	$17,221 29

FULTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Bleecker	47	$57,676	$1,227	....	$750 00	$750 00	$1,500 00	$45 25	$50 00	$610 18
Broadalbin	73	537,473	7,362	$375 94	1,250 00	1,000 00	2,625 94	269 97	98 03	1,313 61
Coroga	45	73,825	1,640	367 88	1,200 00	1,125 00	2,692 88	623 39	308 80	612 38
Ephratah	70	338,299	4,832	109 46	1,100 00	1,100 00	2,309 46	251 85	144 91	779 97
Johnstown	151	1,209,153	8,007	133 66	4,500 00	3,600 00	8,233 66	850 00	208 49	2,472 40
Mayfield	91	458,646	5,040	308 86	1,400 00	1,260 00	2,968 86	200 29	138 18	1,001 22
Northampton	59	294,532	4,992	16 65	1,021 96	1,100 00	2,138 61	761 04	50 00	967 48
Oppenheim	106	237,977	2,245	11 74	1,710 00	1,710 00	3,431 74	2,363 02	614 16	847 54
Perth	59	365,243	6,190	169 32	1,000 00	900 00	2,069 32	250 00	64 80	894 53
Stratford	68	144,488	2,124	57 46	650 00	650 00	1,357 46	435 81	25 00	372 17
Totals	769	$3,717,312	....	$1,550 97	$14,581 96	$13,195 00	$29,327 93	$6,050 62	$1,702 37	$9,871 48

GENESEE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Alabama	74	$1,208,615	$16,332	$1,392 31	$2,500 00	$1,250 00	$5,142 31	$1,031 54	$177 60	$545 40
Alexander	64	1,201,275	18,769	95 05	3,014 26	1,500 00	4,609 31	1,976 73	307 28	659 97
Batavia	88	2,441,350	27,742	1,514 65	4,500 00	2,250 00	8,264 65	1,552 53	656 32	1,714 86
Bergen	52	949,363	18,257	206 62	3,350 00	1,300 00	4,856 62	546 04	1,204 82	469 19
Bethany	69	900,755	13,054	3 12	3,121 96	1,500 00	4,625 08	1,466 64	154 70	900 83
Byron	71	1,473,936	20,759	332 52	2,800 00	1,400 00	4,532 52	836 27	241 12	695 35
Darien	92	1,887,300	20,514	944 19	3,500 00	1,750 00	6,194 19	582 92	186 99	1,443 89
Elba	59	944,416	16,007	251 02	2,952 00	1,475 00	4,678 02	1,992 86	339 64	430 30
Le Roy	77	1,854,712	24,087	1,235 36	3,516 00	1,750 00	6,501 36	735 01	759 05	845 08
Oakfield	40	685,263	17,131	662 89	2,000 00	1,000 00	3,662 89	508 06	461 10	500 00
Pavilion	83	1,372,294	16,533	45 89	4,150 00	2,075 00	6,270 89	951 36	309 03	755 09
Pembrooke	78	1,231,589	15,789	206 77	3,003 50	1,500 00	4,710 27	2,225 75	690 25	449 20
Stafford	73	1,554,326	21,292	50 35	3,028 60	1,500 00	4,578 95	831 65	300 00	754 69
Totals	920	$17,705,194	....	$6,940 74	$41,436 32	$20,250 00	$68,627 06	$15,237 36	$5,787 90	$10,163 85

GREENE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Ashland	39	$226,179	$5,799	$208 36	$600 00	$512 75	$1,321 11	$212 89	$26 06	$55 00
Athens	52	610,702	11,744	....	1,500 00	900 00	2,400 00	449 74	256 75	383 46
Cairo	126	820,209	6,509	18 20	1,500 00	1,281 95	2,800 15	511 04	115 36	337 20
Catskill	115	2,023,504	17,595	2,023 83	5,500 00	2,750 00	10,273 83	2,778 82	224 84	615 25
Coxsackie	79	1,071,506	13,563	148 84	2,666 06	1,125 00	3,939 90	488 88	337 31	376 71
Durham	126	704,739	5,593	381 69	3,000 00	2,700 00	6,081 69	800 00	100 00	1,366 10
Greenville	101	686,988	6,801	153 60	1,831 00	1,620 00	3,604 60	389 29	41 65	1,235 55
Halcott	27	72,845	2,698	....	500 00	500 00	1,000 00	241 81	50 00	138 70
Hunter	58	979,786	16,892	575 41	6,501 18	1,450 00	8,526 59	914 98	130 43	1,230 40
Jewett	70	173,765	2,482	6 25	2,004 83	1,685 00	3,696 08	1,238 25	66 45	178 57
Lexington	70	267,892	3,827	307 02	2,581 37	1,750 00	4,638 39	529 95	142 89	242 96
New Baltimore	96	1,205,643	12,558	2 15	3,000 00	1,800 00	4,802 15	609 13	200 00	1,208 70
Prattsville	37	140,628	3,800	2 62	710 50	700 00	1,413 12	131 40	52 13	77 95
Windham	63	412,253	6,543	....	1,350 00	1,575 00	2,925 00	1,214 96	25 00	149 00
Totals	1,062	$9,396,639	....	$3,827 97	$33,244 94	$20,349 70	$57,422 61	$10,511 14	$1,768 87	$7,595 55

HAMILTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Arietta	63	$807,040	$12,810	....	$3,700 00	$1,575 00	$5,275 00	$3,280 00	$495 00	$2,722 28
Benson	17	136,713	8,042	$384 98	1,200 00	425 00	2,009 98	200 00	192 22	375 20
Hope	33	88,291	2,675	....	583 00	583 00	1,166 00	110 07	30 00	319 64
Indian Lake	72	750,528	10,424	1 15	4,120 91	1,800 00	5,922 06	2,810 00	639 44	1,420 15
Inlet	13	329,644	25,357	1,458 83	1,634 61	329 64	3,423 08	85 00	200 80	324 71
Lake Pleasant	65	535,703	8,241	705 61	2,323 26	1,625 00	4,653 87	308 93	200 00	1,420 85
Long Lake	85	1,100,294	12,944	275 36	5,232 55	2,125 00	7,632 91	1,476 62	594 42	2,190 68
Morehouse	30	513,400	17,113	319 43	2,102 00	750 00	3,171 43	200 00	352 00	800 00
Wells	66	338,418	5,127	382 70	1,750 00	1,575 00	3,707 70	200 00	500 00	400 00
Totals	444	$4,600,031	....	$3,528 06	$22,646 33	$10,787 64	$36,962 03	$8,679 62	$3,203 88	$9,973 51

HERKIMER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Columbia	87	$578,101	$6,644	$117 72	$1,458 45	$1,312 61	$2,888 78	$104 56	$100 00	$150 00
Danube	56	545,225	9,736	517 16	1,475 00	325 00	2,317 16	1,075 00	90 89	593 22
Fairfield	81	451,818	5,578	848 84	1,400 00	1,602 02	3,850 86	100 00	108 20	220 26
Frankfort	85	1,202,969	14,152	12 20	3,660 16	1,830 08	5,502 44	2,226 50	566 13	1,565 96
German Flats	69	712,820	10,330	....	3,152 25	1,725 00	4,877 25	1,016 05	195 00	1,021 15
Herkimer	64	1,081,258	16,894	241 85	2,647 42	1,250 00	4,139 27	2,913 95	439 48	608 89
Litchfield	73	299,277	4,099	554 17	1,500 00	1,500 00	3,554 17	25 00	257 37	109 80
Little Falls	54	485,917	8,998	17	1,643 05	1,350 00	2,993 22	289 91	72 08	778 62
Manheim	56	873,445	15,597	1,386 02	3,034 07	1,400 00	5,820 09	5,017 16	461 09	1,180 10
Newport	64	259,176	4,049	....	1,086 23	1,600 00	2,686 23	660 73	88 97	152 72
Norway	64	165,743	2,589	483 71	980 00	980 00	2,443 71	84 54	81 75	....
Ohio	62	46,832	755	144 83	415 00	415 00	974 83	271 17	50 00	185 87
Russia	114	240,832	2,112	191 10	2,000 00	2,000 00	4,191 10	2,683 16	141 00	676 99
Salisbury	119	307,564	2,584	140 33	2,354 29	2,000 00	4,494 62	720 25	412 08	491 80
Schuyler	76	977,065	12,856	186 72	2,400 00	1,440 00	4,026 72	1,150 01	291 36	461 17
Stark	66	359,956	5,453	4 11	1,045 00	1,206 82	2,255 93	505 67	99 41	58 16
Warren	76	496,078	6,527	....	1,600 00	1,681 69	3,281 69	475 00	213 68	187 64
Web	54	1,264,780	23,421	107 98	3,190 00	1,350 00	4,647 98	1,052 81	540 63	792 17
Wilmurt	35	209,830	5,995	115 83	1,500 00	875 00	2,490 83	1,300 00	700 00	613 37
Winfield	51	294,686	5,778	....	1,400 00	1,260 00	2,660 00	350 00	136 47	279 86
Totals	1,406	$10,853,372	....	$5,052 74	$37,940 92	$27,103 22	$70,096 88	$22,021 47	$5,045 59	$10,127 75

JEFFERSON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Adams	86	$1,025,937	$11,929	$468 55	$3,584 00	$2,150 00	$6,202 55	$1,612 40	$462 75	$883 80
Alexandria	117	1,016,250	8,685	367 44	3,540 27	2,660 00	6,567 71	697 88	523 63	940 25
Antwerp	168	1,320,779	7,861	232 30	3,384 07	2,590 40	6,206 77	1,200 00	207 54	560 80
Brownville	111	1,070,763	9,646	206 33	2,000 00	1,400 00	3,606 33	892 54	125 00	400 00
Cape Vincent	99	1,203,928	12,160	104 62	3,391 09	1,980 00	5,475 71	1,834 73	500 00	748 22
Champion	86	806,290	9,375	7 87	1,775 00	1,592 50	3,375 37	500 00	100 00	1,331 64
Clayton	152	1,597,647	10,510	291 29	3,702 45	2,450 00	6,443 74	1,758 69	226 92	710 90
Ellisburg	158	1,852,203	11,722	14 58	5,250 42	3,150 25	8,415 25	25,778 44	200 00	2,016 38
Henderson	72	874,805	12,150	05	2,008 18	1,202 51	3,210 74	429 83	409 58	514 57
Hounsfield	88	990,908	11,260	31 22	2,293 18	1,259 66	3,584 06	857 50	183 75	511 00
Le Ray	145	1,370,442	9,451	....	3,013 42	1,820 00	4,833 42	798 21	309 98	715 95
Lorraine	73	535,012	7,329	23 81	1,400 00	1,120 00	2,543 81	3,658 07	165 58	1,762 72
Lyme	93	1,131,254	12,164	78 53	2,573 72	1,506 38	4,158 63	1,136 72	124 83	356 15
Orleans	109	1,550,714	14,226	293 89	3,005 41	1,500 00	4,799 30	2,143 45	554 83	479 38
Pamelia	62	698,688	11,269	645 66	1,271 84	750 00	2,667 50	200 00	147 57	322 91
Philadelphia	69	748,489	10,847	281 97	1,692 78	1,176 82	3,151 57	8,341 86	100 00	428 00
Rodman	78	880,205	11,284	29 39	1,980 00	1,188 00	3,197 39	1,184 54	259 19	1,823 02
Rutland	93	1,028,292	11,056	94 04	2,598 48	1,559 09	4,251 61	1,735 34	387 67	100 00
Theresa	93	762,261	8,196	197 26	2,907 68	2,324 80	5,429 74	1,175 00	300 00	549 65
Watertown	72	912,932	12,679	220 95	3,164 62	1,800 00	5,185 57	475 08	500 00	765 64
Wilna	129	1,187,781	9,207	122 30	4,090 99	2,800 00	7,013 29	2,075 00	650 00	3,110 45
Worth	51	229,278	4,495	50 12	814 50	800 00	1,664 62	261 23	137 92	103 02
Totals	2,204	$22,794,858	....	$3,762 17	$59,442 10	$38,780 41	$101,984 68	$58,746 51	$6,576 74	$19,134 45

LEWIS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Croghan	168	$798,919	$4,755	$67 83	$4,556 94	$4,200 00	$8,824 77	$3,530 34	$777 43	$1,042 30
Denmark	73	1,017,114	13,933	....	3,093 25	1,546 63	4,639 88	1,092 82	545 85	1,408 14
Diana	128	400,228	3,126	....	2,604 47	2,604 47	5,208 94	863 92	165 06	1,377 00
Greig	76	205,047	2,698	378 14	957 00	957 00	2,292 14	200 00	200 00	556 10
Harrisburg	69	428,639	6,212	580 77	1,916 00	1,724 40	4,221 17	1,650 00	480 40	505 02
High Market	64	261,239	4,081	6 15	1,133 42	1,133 42	2,272 99	409 68	85 49	633 04
Lewis	66	229,676	3,479	....	1,211 28	1,211 28	2,422 56	324 61	203 13	272 33
Leyden	65	650,426	10,006	75 30	2,188 21	1,514 83	3,778 34	370 57	500 00	135 37
Lowville	77	689,024	8,948	103 56	2,552 00	1,925 00	4,580 56	1,455 00	615 20	274 70
Lyonsdale	68	313,265	4,606	98 13	1,700 00	1,700 00	3,498 13	943 10	114 70	529 20
Martinburg	127	924,518	7,279	377 95	2,900 00	2,320 00	5,597 95	1,056 46	413 28	1,523 45
Montague	53	228,167	4,305	27 11	1,325 00	1,325 00	2,677 11	1,412 99	150 00	545 30
New Bremen	89	340,235	3,822	8 53	2,008 51	2,008 51	4,025 55	1,144 60	105 40	206 12
Osceola	45	281,659	6,259	18 51	1,571 00	1,125 00	2,714 51	250 00	451 29	815 50
Pinckney	68	312,050	4,589	56	1,700 00	1,700 00	3,400 56	474 27	207 72	661 60
Turin	58	533,152	9,192	173 05	1,533 59	1,050 00	2,756 64	1,722 17	1,779 21	437 60
Watson	73	209,369	2,868	17 02	1,080 88	1,080 88	2,178 78	1,129 25	75 64	540 87
West Turin	78	473,353	6,068	33 61	2,691 69	1,949 40	4,674 70	1,886 44	533 23	1,162 14
Totals	1,445	$8,296,080	....	$1,966 22	$36,723 24	$31,075 82	$69,765 28	$19,916 22	$7,403 03	$12,625 78

LIVINGSTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Avon	71	$1,621,858	$22,843	....	$3,656 00	$1,775 00	$5,431 00	$297 87	$294 72	$410 44
Caledonia	70	1,795,033	25,643	....	3,000 00	1,732 68	4,732 68	359 40	273 29	1,251 10
Conesus	78	793,060	10,167	....	1,800 00	1,260 00	3,060 00	754 13	114 00	364 42
Geneseo	80	1,450,762	18,134	$230 62	4,073 83	2,000 00	6,304 45	1,244 04	360 39	1,946 29
Groveland	79	1,361,266	19,762	106 76	3,000 00	1,500 00	4,606 76	621 06	277 29	738 82
Leicester	74	1,417,204	19,151	213 00	3,000 00	1,709 42	4,922 42	1,129 09	640 48	322 41
Lima	55	1,256,046	22,837	190 90	2,502 00	1,250 00	3,942 90	731 75	380 17	503 94
Livonia	87	1,645,923	18,918	....	4,350 00	2,175 00	6,525 00	300 00	508 40	917 14
Mount Morris	93	1,139,440	12,252	94 98	3,875 00	2,325 00	6,294 98	759 27	300 00	423 01
North Dansville	20	328,675	16,433	64 49	850 00	425 00	1,339 49	504 61	325 00	56 84
Nunda	79	804,079	10,178	1 94	2,821 00	1,974 70	4,797 64	1,173 67	280 72	348 16
Ossian	74	563,953	7,621	26 98	1,800 00	1,440 00	3,266 98	416 52	156 30	318 77
Portage	71	755,115	10,635	86 15	2,761 20	1,775 00	4,622 35	567 63	251 68	889 90
Sparta	80	919,446	11,493	15 36	3,000 00	1,800 00	4,815 36	589 83	185 53	869 39
Springwater	120	1,078,894	8,990	2,352 16	4,000 00	3,000 00	9,352 16	374 23	500 00	1,024 59
West Sparta	60	677,389	11,289	26 28	1,951 44	1,285 20	3,262 92	308 43	430 65	699 60
York	94	2,531,832	26,934	154 72	2,500 00	1,250 00	3,904 72	1,400 00	285 30	2,128 42
Totals	1,285	$20,339,975	....	$3,564 34	$48,940 47	$28,677 00	$81,181 81	$11,531 53	$5,563 92	$13,213 24

MADISON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Brookfield	171	$1,154,083	$6,749	$134 95	$2,950 74	$2,655 67	$5,741 36	$1,583 87	$1,053 60	$258 47
Cazenovia	108	1,153,568	10,680	44 52	3,313 37	2,082 06	5,439 95	606 22	853 63	305 94
De Ruyter	65	326,355	5,020	299 85	1,108 42	997 58	2,405 85	642 51	174 42	224 59
Eaton	129	889,078	6,892	402 63	2,419 93	2,107 85	4,930 41	769 70	169 93	264 28
Fenner	71	430,029	6,056	255 08	1,884 00	1,695 60	3,834 68	316 66	173 41	405 46
Georgetown	70	401,232	5,731	646 97	1,176 10	1,058 49	2,881 56	953 02	100 04	107 72
Hamilton	85	759,481	8,934	510 92	2,336 77	1,869 40	4,717 09	509 71	154 76	389 90
Lebanon	89	663,040	7,449	17 17	2,366 40	1,893 12	4,276 69	1,124 36	220 00	452 20
Lenox	69	1,178,836	17,084	163 91	1,768 70	884 35	2,816 96	500 00	507 53	338 13
Lincoln	64	466,761	7,293	184 66	1,402 75	1,122 20	2,709 61	739 50	29 40	151 93
Madison	102	1,036,935	10,166	92 76	2,188 02	1,531 61	3,812 39	261 24	285 08	348 03
Nelson	94	532,949	5,669	120 94	1,769 16	1,562 48	3,452 58	400 00	100 00	109 40
Smithfield	58	439,122	7,571	3 97	1,356 88	1,085 50	2,446 35	1,000 00	69 48	343 87
Stockbridge	74	668,866	9,038	10 79	1,765 76	1,236 03	3,012 58	386 99	500 00	260 12
Sullivan	130	1,989,690	15,305	108 90	3,736 76	2,416 36	6,262 02	8,038 49	211 99	249 16
Oneida	44	844,848	19,201	....	2,566 34	1,100 00	3,666 34	1,500 00	500 00	400 00
Totals	1,423	$12,934,873	....	$2,998 02	$34,110 10	$25,298 30	$62,406 42	$19,332 27	$5,103 27	$4,609 20

MONROE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Brighton	55	$2,080,814	$37,833	$1,130 16	$2,015 00	$1,000 00	$4,145 16	$1,233 56	$143 35	$593 00
Chili	87	2,008,882	23,090	858 46	2,500 00	1,250 00	4,608 46	1,617 99	340 73	445 80
Clarkston	45	1,111,089	24,690	121 97	1,600 00	800 00	2,521 97	723 33	289 40	730 00
Gates	59	3,430,410	58,142	22 08	4,066 56	2,000 00	6,088 64	105 76	310 52	148 00
Greece	107	4,427,256	41,376	....	10,985 77	4,427 25	15,413 02	4,474 03	500 08	1,673 87
Hamlin	76	1,550,725	20,404	373 43	5,089 16	1,750 00	7,212 59	1,475 72	147 70	500 00
Henrietta	74	1,786,735	24,145	62 17	3,600 00	1,800 00	5,462 17	1,025 72	125 70	726 20
Irondequoit	47	2,177,118	46,321	1,387 91	4,200 00	2,100 00	7,687 91	800 00	533 04	891 00
Mendon	87	1,701,800	19,560	400 78	3,500 00	1,750 00	5,650 78	421 83	120 59	475 05
Ogden	81	1,671,576	20,634	39	4,659 67	2,025 00	6,685.06	388 02	683 11	983 04
Parma	77	1,613,338	20,952	557 50	6,083 00	1,925 00	8,565 50	626 90	685 00	1,020 00
Penfield	92	1,426,281	15,503	816 33	4,350 00	2,175 00	7,341 33	1,190 00	212 88	866 22
Perinton	81	1,636,700	20,206	40 54	2,756 91	1,412 51	4,209 96	450 25	190 92	740 86
Pittsford	57	1,275,154	22,371	....	2,000 00	1,000 00	3,000 00	524 64	172 50	466 55
Riga	67	1,541,842	23,012	1,097 57	3,500 00	1,675 00	6,272 57	451 44	712 06	1,499 45
Rush	62	1,473,622	23,768	353 93	3,100 00	1,550 00	5,003 93	750 62	206 01	388 22
Sweden	68	1,452,375	21,358	441 15	2,200 00	1,100 00	3,741 15	319 87	396 05	492 51
Webster	75	1,306,009	17,413	16 00	3,000 00	1,875 00	4,891 00	2,100 00	200 00	1,580 20
Wheatland	71	1,728,211	24,341	252 13	3,300 00	1,650 00	5,202 13	1,184 96	167 29	589 55
Totals	1,368	$35,399,737	....	$7,932 50	$72,506 07	$33,264 76	$113,703 33	$19,864 64	$6,136 93	$14,809 52

MONTGOMERY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneohs purposes.
Amsterdam	76	$2,236,866	$29,432	$3,312 25	$3,608 95	$1,500 00	$8,421 20	$1,390 91	$473 74	$1,791 00
Canajoharie	89	1,114,459	12,522	790 41	2,020 00	1,320 00	4,310 41	1,751 22	397 33	989 37
Charleston	87	384,227	4,416	94 53	1,305 00	1,305 00	2,704 53	505 10	500 00	822 53
Florida	95	1,437,923	15,136	46 51	2,400 00	1,262 50	3,709 01	8,822 78	203 17	912 57
Glen	82	1,061,120	12,940	216 82	2,000 00	1,200 00	3,416 82	768 87	143 49	1,265 33
Minden	112	1,180,819	10,543	1 87	3,400 00	2,100 00	5,501 87	1,300 00	1,500 00	1,630 36
Mohawk	75	1,776,375	23,685	966 16	2,950 36	1,312 50	5,229 02	4,556 06	669 63	2,037 55
Palatine	91	1,393,061	15,308	815 51	2,750 00	1,250 00	4,815 51	1,068 18	500 00	1,500 00
Root	98	1,021,556	10,424	36	2,050 00	1,400 00	3,450 36	940 33	512 04	1,063 64
St. Johnsville	44	754,607	17,150	....	2,276 45	1,100 00	3,376 45	700 00	300 00	520 35
Totals	849	$12,361,013	....	$6,244 42	$24,940 76	$13,750 00	$44,935 18	$21,803 45	$5,199 40	$12,532 70

NASSAU COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Hempstead	1,075	$19,049,831	$17,720	$13,398 91	$30,000 00	$15,000 00	$58,398 91	$5,484 18	$815 30	$3,788 45
North Hempstead	165	14,492,790	87,835	8,051 12	24,254 17	5,750 00	38,055 29	2,664 56	1,540 18	4,111 31
Oyster Bay	251	15,097,959	60,151	7,614 01	20,093 77	*.........	27,707 78	1,081 28	334 67	1,363 53
Totals	1,491	$48,640,580	....	$29,064 04	$74,347 94	$20,750 00	$124,161 98	$9,230 02	$2,690 15	$9,263 29

* In County Treasurer's hands.

NIAGARA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Cambria	65	$1,333,190	$20,510	$9 69	$3,150 00	$1,575 00	$4,734 69	$279 76	$408 00	$459 45
Hartland	97	1,375,670	14,182	1,070 01	3,000 00	1,500 00	5,570 01	1,553 98	386 53	356 85
Lewiston	73	1,508,784	20,668	589 39	3,650 00	1,825 00	6,064 39	683 02	350 00	379 55
Lockport	103	1,603,262	15,565	709 55	3,032 00	1,500 00	5,241 55	885 05	469 33	526 20
Newfane	107	2,098,796	19,614	....	5,000 00	2,500 00	7,500 00	1,358 00	478 71	550 25
Niagara	15	847,598	56,506	497 47	1,200 00	600 00	2,297 47	3,256 60	74 06	130 36
Pendleton	56	847,863	15,140	539 54	1,400 00	700 00	2,639 54	926 56	119 00	324 10
Porter	64	1,157,308	18,083	454 86	3,200 00	1,600 00	5.254 86	969 73	240 08	865 13
Royalton	136	2,208,134	16,236	90 26	4,050 00	2,000 00	6,140 26	2,456 44	549 09	1,512 92
Somerset	62	1,113,965	17,967	15 53	3,006 51	1,400 00	4,422 04	1,041 22	561 44	318 65
Wheatfield	73	1,137,080	15,576	444 09	2,120 00	1,000 00	3,564 09	447 50	256 35	362 85
Wilson	83	1,293,858	15,588	1,146 78	3,600 00	1,800 00	6,546 78	1,152 90	247 05	650 00
Totals	934	$16,525,508	....	$5,567 17	$36,408 51	$18,000 00	$59,975 68	$15,010 76	$4,139 64	$6,436 31

ONEIDA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Annsville	101	$335,223	$3,319	....	$1,500 00	$1,500 00	$3,000 00	$243 06	$40 00	$229 36
Augusta	71	425,871	5,998	$223 72	1,500 00	1,350 00	3,073 72	150 00	50 00	97 38
Ava	58	152,094	2,622	456 67	851 52	851 52	2,159 71	678 27	103 18	952 78
Boonville	120	587,124	4,892	....	2,032 05	1,800 00	3,832 05	959 11	105 07	333 00
Bridgewater	49	382,201	7,800	38 33	900 00	720 00	1,658 33	280 33	157 00	106 74
Camden	89	374,263	4,200	330 70	2,067 76	1,400 00	3,798 46	562 47	165 57	192 03
Deerfield	68	782,851	11,512	24 46	1,400 00	840 00	2,264 46	994 48	85 75	165 72
Florence	102	158,211	1,551	56 12	781 15	750 00	1,587 27	486 09	60 01	269 55
Floyd	63	315,204	5,003	651 34	1,273 00	1,145 70	3,070 04	114 32	129 50	760 08
Forestport	65	262,679	4,041	540 63	1,000 00	1,000 00	2,540 63	312 80	103 60	354 92
Kirkland	77	1,181,951	15,350	486 73	3,545 41	1,750 00	5,782 14	2,499 90	158 80	603 67
Lee	98	401,472	4,096	....	1,516 27	1,500 00	3,016 27	182 79	100 00	484 65
Marcy	71	530,166	7,467	174 79	1,402 55	1,120 00	2,697 34	250 00	92 55	57 85
Marshall	80	712,750	8,909	1,028 45	1,488 00	1,190 40	3,706 85	390 39	250 00	194 25
New Hartford	63	2,197,292	34,877	227 36	3,000 00	1,500 00	4,727 36	613 78	175 68	354 84
Paris	73	964,268	13,209	....	2,000 00	1,000 00	3,000 00	276 48	408 55	253 25
Remsen	70	327,967	4,685	497 92	1,401 70	1,076 70	2,976 32	1,145 02	120 25	41 20
Rome	128	1,745,296	13,635	1,595 38	4,714 25	2,350 45	8,660 08	13,006 03	....	....
Sangerfield	69	536,984	7,782	175 01	1,869 01	1,401 32	3,445 34	911 10	228 97	520 77
Steuben	85	375,652	4,419	158 34	1,275 00	1,275 00	2,708 34	400 00	38 32	79 00
Trenton	99	867,391	8,761	328 48	3,050 00	2,400 00	5,778 48	800 00	300 00	870 45
Verona	166	1,789,821	10,782	269 59	5,049 00	3,534 30	8,852 89	1,200 00	194 00	898 45
Vernon	83	854,311	10,293	505 27	2,000 00	1,400 00	3,905 27	3,000 00	264 17	497 53
Vienna	116	536,996	4,629	27 41	2,000 00	2,000 00	4,027 41	3,624 58	100 00	100 00
Western	96	541,766	5,643	....	1,620 10	1,440 45	3,060 55	683 92	85 10	412 00
Westmoreland	103	1,060,530	10,296	738 12	2,016 74	1,391 15	4,146 01	500 00	75 89	250 00
Whitestown	54	2,591,667	47,993	194 54	4,222 97	1,807 90	6,225 41	600 00	181 65	510 00
Totals	2,317	$20,992,001	....	$8,729 36	$55,476 48	$39,494 89	$103,700 73	$34,864 92	$3,773 61	$9,589 47

ONONDAGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Camillus	75	$2,258,894	$30,118	$259 66	$5,083 79	$2,258 89	$7,602 31	$1,437 00	$535 16	$738 10
Cicero	84	1,349,102	16,060	225 69	3,005 79	1,422 00	4,653 48	6,476 50	475 89	730 01
Clay	101	1,702,750	16,859	683 78	2,944 90	1,472 45	5,101 13	864 31	241 91	547 19
De Witt	79	1,937,227	24,521	340 62	4,838 00	1,975 00	7,153 62	1,669 82	598 95	1,719 67
Elbridge	70	1,534,764	21,925	24 83	2,853 27	1,426 63	4,304 73	2,637 30	226 03	633 56
Fabius	94	740,717	7,879	80	1,760 13	1,808 10	3,569 03	993 22	158 42	440 75
Geddes	14	1,297,508	92,679	63 99	2,058 00	1,029 00	3,150 99	2,305 33	292 20	260 07
Lafayette	89	864,994	9,719	1,138 07	1,944 70	1,361 29	4,444 06	231 34	100 00	136 16
Lysander	121	1,815,155	15,001	1,187 51	2,721 88	1,360 94	5,270 33	1,649 99	500 00	712 45
Manlius	113	2,481,811	21,962	203 40	5,023 76	2,511 87	7,739 03	1,109 49	400 00	400 00
Marcellus	76	715,031	9,408	430 16	6,931 14	1,900 00	9,261 30	1,406 32	1,018 31	300 74
Onondaga	153	3,307,013	21,614	497 37	6,455 90	3,227 95	10,181 22	1,500 00	536 00	539 36
Otisco	77	468,455	6,083	66 32	1,506 15	1,355 53	2,928 00	122 24	127 51	139 83
Pompey	153	1,428,863	9,338	28 78	2,890 50	2,023 35	4,942 63	562 24	174 79	100 00
Salina	30	1,048,981	34,966	1,581 91	2,500 00	1,048 98	5,130 89	600 00	200 00	195 79
Skaneateles	95	1,500,822	15,799	259 14	3,887 19	1,932 31	6,078 64	452 12	300 00	417 78
Spafford	74	540,795	7,308	108 61	1,696 42	1,357 13	3,162 16	426 01	333 92	146 55
Tully	60	635,104	10,585	251 50	2,216 73	1,500 00	3,968 23	218 34	189 36	454 22
Van Buren	77	1,808,895	23,492	737 16	3,368 93	1,672 33	5,778 42	544 19	400 00	781 32
Totals	1,635	$27,436,881	....	$8,089 30	$63,687 18	$32,643 75	$104,420 23	$25,115 76	$6,808 45	$9,393 55

ONTARIO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Bristol	83	$612,943	$7,384	$74 99	$2,044 99	$1,600 00	$3,719 98	$430 30	$240 38	$319 86
Canadice	68	307,755	4,525	206 79	1,700 00	1,700 00	3,606 79	426 99	463 41	384 61
Canandaigua	137	2,080,564	15,187	1,121 51	8,500 00	2,250 00	11,871 51	3,104 61	1,936 24	1,467 79
East Bloomfield	70	1,444,122	20,630	330 96	3,510 00	1,750 00	5,590 96	804 53	557 71	633 08
Farmington	84	1,500,230	17,859	95 29	3,250 00	1,625 00	4,970 29	756 29	129 43	484 85
Geneva	40	1,206,110	30,152	12 89	2,511 45	1,206 11	3,730 45	107 12	415 20	391 94
Gorham	107	1,782,590	16,659	119 32	6,068 70	2,000 00	8,188 02	2,068 93	327 58	1,060 66
Hopewell	73	1,381,392	18,923	934 01	2,000 00	1,000 00	3,934 01	700 00	204 07	561 74
Manchester	81	1,464,551	18,080	2,519 85	4,000 00	2,000 00	8,519 85	750 00	577 20	1,096 80
Naples	75	476,174	6,349	257 34	2,401 62	1,092 90	3,751 86	1,420 87	723 08	609 02
Phelps	148	2,801,972	18,932	1,561 52	6,000 00	3,000 00	10,561 52	3,283 19	896 04	1,336 40
Richmond	73	874,389	11,977	14 65	2,652 50	1,590 00	4,257 15	250 76	801 10	737 68
Seneca	70	2,128,221	30,403	235 94	7,811 65	2,128 22	10,175 81	1,417 33	625 97	970 00
South Bristol	64	329,271	5,144	617 64	1,115 20	918 00	2,650 84	1,184 19	154 80	528 44
Victor	89	1,458,521	16,387	1,193 32	4,450 00	2,225 00	7,868 32	540 61	402 43	914 35
West Bloomfield	50	985,810	19,716	77 35	2,500 00	1,250 00	3,827 35	1,105 99	196 05	294 49
Totals	1,348	$20,834,615	....	$9,373 37	$60,516 11	$27,335 23	$97,224 71	$18,351 71	$8,650 69	$11,791 71

ORANGE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Blooming Grove	73	$996,380	$13,649	$33 76	$2,250 01	$1,100 00	$3,383 77	$501 91	$98 78	$202 29
Chester	46	484,548	10,533	198 23	1,800 00	1,150 00	3,148 23	663 40	148 95	423 85
Cornwall	50	1,021,459	20,429	86 64	2,781 28	1,250 00	4,117 92	513 04	79 00	53 00
Crawford	90	804,730	8,941	99	2,884 15	2,250 00	5,135 14	443 65	200 35	1,043 00
Deerpark	101	721,337	7,141	509 14	2,845 47	2,000 00	5,354 61	772 46	112 59	244 38
Goshen	72	1,136,014	15,778	270 99	3,006 60	1,500 00	4,777 59	1,122 80	145 05	601 95
Greenville	69	330,671	4,794	288 00	1,400 00	1,400 00	3,088 00	134 85	87 18	90 83
Hamptonburg	61	922,253	15,118	21	1,900 00	950 00	2,850 21	272 29	61 95	476 59
Highlands	48	322,788	6,724	13 51	1,500 00	1,200 00	2,713 51	316 94	25 86	202 25
Minisink	57	550,492	9,657	9 73	1,300 00	1,155 00	2,464 73	255 56	64 00	153 25
Monroe	44	638,509	14,511	....	1,500 00	750 00	2,250 00	2,250 16	240 14	313 24
Montgomery	103	1,185,933	11,513	616 72	2,000 00	1,200 00	3,816 72	319 31	154 65	931 53
Mount Hope	64	958,822	14,980	113 89	3,000 00	1,500 00	4,613 89	829 96	68 64	25 00
Newburgh	104	2,609,545	25,091	104 96	6,400 00	2,609 54	9,114 50	1,066 58	500 00	312 30
New Windsor	77	1,655,035	21,494	662 54	3,500 00	1,750 00	5,912 54	456 53	248 70	498 00
Tuxedo	45	3,728,187	82,848	2,653 56	6,688 40	3,187 50	12,529 46	2,233 75	1,713 31	1,741 95
Wallkill	166	1,692,137	10,193	74 60	5,050 72	3,500 00	8,625 32	1,689 47	338 09	241 00
Warwick	183	2,332,545	12,746	259 76	7,625 00	4,575 00	12,459 76	2,563 61	254 99	723 19
Wawayanda	89	831,195	9,339	1,393 51	1,564 56	664 70	3,622 77	1,405 39	20 00	177 67
Woodbury	53	1,039,793	19,618	1,441 54	3,000 00	1,325 00	5,766 54	416 52	185 00	574 67
Totals	1,595	$23,962,373	....	$8,732 28	$61,996 19	$35,016 74	$105,745 21	$18,228 18	$4,747 23	$9,029 94

ORLEANS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Albion	52	$1,380,177	$26,541	$279 07	$2,608 00	$1,300 00	$4,187 07	$577 00	$425 08	$371 60
Barre	92	1,470,947	15,988	978 36	2,850 00	1,425 00	5,253 36	1,716 95	338 25	1,264 95
Carlton	90	1,470,060	16,334	54 75	3,020 00	1,500 00	4,574 75	1,515 85	565 49	653 50
Clarendon	70	1,008,156	14,402	645 83	2,070 50	1,000 00	3,716 33	753 45	310 71	696 43
Gaines	51	1,631,975	31,999	28 05	1,545 15	772 57	2,345 77	745 75	421 81	290 43
Kendall	59	1,067,394	18,091	401 07	1,859 72	923 84	3,184 63	477 12	208 20	181 52
Murray	70	1,266,102	18,087	1,837 40	3,549 56	1,750 00	7,136 96	962 73	600 00	1,227 46
Ridgeway	86	1,775,386	20,644	65 16	5,060 00	1,600 00	6,725 16	1,117 30	361 46	385 17
Sherby	82	1,441,799	17,582	593 58	2,119 91	1,049 28	3,762 77	950 88	143 60	619 17
Yates	68	920,733	13,540	167 92	2,790 84	1,395 42	4,354 18	1,776 89	841 22	350 00
Totals	720	$37,395,102	....	$5,051 19	$27,473 68	$12,716 11	$45,240 98	$10,593 92	$4,215 82	$6,040 23

OSWEGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Albion	84	$318,109	$3,787	$214 34	$1,297 00	$1,297 00	$2,808 34	$517 54	$158 00	$363 38
Amboy	64	169,454	2,647	....	840 13	840 13	1,680 26	206 64	90 76	101 50
Boylston	50	153,486	3,069	848 64	800 00	800 00	2,448 64	140 87	57 94	674 91
Constantia	90	285,605	3,173	....	1,362 57	1,362 57	2,725 14	221 14	50 00	267 29
Granby	99	971,642	9,814	6 79	1,953 13	1,367 19	3,327 11	500 00	150 00	1,101 03
Hannibal	98	740,196	7,553	450 68	2,300 00	1,840 00	4,590 68	2,341 26	356 32	1,053 55
Hastings	100	720,099	7,201	158 95	1,806 64	1,412 51	3,378 10	1,011 15	85 57	224 22
Mexico	107	789,518	7,378	979 56	3,400 00	2,675 00	7,054 56	763 74	899 51	1,508 33
New Haven	71	615,887	8,674	....	2,652 86	1,722 29	4,375 15	400 00	351 00	281 16
Orwell	62	367,196	5,922	21 78	1,144 00	1,029 60	2,195 38	570 31	52 45	986 86
Oswego	78	1,204,683	15,444	20 65	3,495 20	1,700 00	5,215 85	604 92	500 09	764 14
Palermo	82	461,167	5,624	....	1,368 78	1,231 90	2,600 68	526 15	91 85	435 29
Parish	81	230,805	2,849	5 77	1,957 76	1,957 76	3,921 29	302 83	557 04	318 00
Redfield	69	224,345	3,251	1 05	1,126 70	1,126 70	2,254 45	500 00	55 19	97 80
Richland	119	835,981	7,025	44 04	3,040 65	2,403 34	5,488 03	1,984 88	791 15	1,031 35
Sandy Creek	85	472,889	5,563	....	1,930 68	1,737 61	3,668 29	1,345 79	200 00	640 45
Schroeppel	82	856,295	10,442	146 09	2,508 48	1,755 94	4,410 51	975 00	250 00	1,062 48
Scriba	78	836,344	10,722	14 94	3,002 70	1,950 00	4,967 64	800 81	452 16	1,821 95
Volney	101	835,240	8,269	251 31	2,152 40	1,721 92	4,125 63	900 51	146 35	1,964 98
West Monroe	57	228,796	4,014	41 81	919 53	919 53	1,880 87	325 00	100 30	208 77
Williamstown	57	321,891	5,647	61	1,000 00	900 00	1,900 61	683 17	256 30	420 19
Totals	1,714	$1,639,628	....	$3,207 01	$40,059 21	$31,750 99	$75,017 21	$15,621 71	$5,651 98	$15,327 63

OTSEGO COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Burlington	105	$675,041	$6,429	$50 78	$1,657 90	$1,492 11	$3,200 79	$600 00	$159 34	$250 49
Butternut	116	722,825	6,231	364 96	2,000 00	1,800 00	4,164 96	568 43	341 30	443 17
Cherry Valley	88	454,410	5,163	181 05	1,475 60	1,328 04	2,984 69	543 31	124 80	350 00
Decatur	49	220,805	4,506	19 65	696 28	696 28	1,412 21	106 61	60 63	457 53
Edneston	94	1,060,929	11,286	319 88	2,809 27	1,680 00	4,809 15	1,640 49	100 00	100 00
Exeter	65	523,712	8,057	349 43	1,232 09	985 67	2,567 19	947 21	154 73	294 77
Hartwick	98	911,089	9,296	745 54	1,818 41	1,272 89	3,836 84	363 41	138 21	329 22
Lauren	93	623,641	6,704	15 55	1,553 23	1,395 32	2,964 10	490 25	102 22	247 91
Maryland	98	605,585	6,179	39 80	1,825 00	1,642 50	3,507 30	377 87	50 00	215 32
Middlefield	141	949,017	6,730	69 16	2,276 66	2,048 99	4,394 81	976 79	98 38	625 27
Milford	91	890,734	9,788	102 72	1,655 61	1,158 93	2,917 26	875 93	134 32	360 39
Morris	95	529,358	5,572	298 61	1,455 63	1,310 07	3,064 31	76 87	76 15	106 53
New Lisbin	110	662,243	6,020	159 31	1,740 44	1,566 40	3,466 15	554 24	480 26	590 76
Oneonta	61	761,652	12,486	85 03	1,400 00	840 00	2,325 03	500 00	200 00	223 79
Otego	83	568,375	6,847	....	1,594 25	1,480 99	3,075 24	1,131 09	405 00	275 39
Otsego	120	926,778	7,723	13 24	2,895 80	2,316 64	5,225 68	1,405 52	500 00	1,036 50
Pittsfield	73	496,679	6,803	132 48	1,459 72	1,313 75	2,905 95	313 74	100 00	381 23
Plainfield	61	489,508	8,024	338 08	1,400 00	1,120 00	2,858 08	883 97	672 00	146 84
Richfield	64	517,681	8,088	431 48	1,293 77	960 00	2,685 25	411 56	166 66	487 50
Roseboom	70	409,834	5,854	112 23	1,294 02	1,161 74	2,567 99	300 00	250 00	323 69
Springfield	103	848,375	8,236	81 93	3,140 45	2,240 00	5,462 38	915 61	150 00	291 20
Unadilla	91	747,355	8,212	214 01	2,070 99	1,600 00	3,885 00	1,544 81	181 67	417 10
Westford	81	418,442	5,166	528 97	1,244 94	1,120 45	2,894 36	357 74	100 00	386 29
Worcester	103	919,818	8,930	1,473 74	2,280 89	1,824 71	5,579 34	557 35	300 00	667 14
Totals	2,153	$15,933,906	....	$6,127 63	$42,270 95	$34,355 48	$82,754 06	$16,442 80	$5,045 67	$9,008 03

PUTNAM COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Carmel	94	$3,154,211	$33,555	$10 89	$2,800 00	$1,400 00	$4,210 89	$566 80	$250 65	$554 00
Kent	96	881,298	9,180 00	....	2,886 40	1,890 00	4,776 40	207 59	100 00	307 98
Patterson	62	1,294,283	20,875	542 15	2,200 00	1,100 00	3,842 15	497 07	97 65	133 91
Phillipstown	95	2,628,604	27,669	506 49	4,500 00	2,250 00	7,256 49	800 00	62 45	75 00
Putnam Valley	80	569,207	7,115	155 98	1,800 00	1,440 00	3,395 98	109 45	25 00	56 30
South East	82	2,530,776	30,863	1,911 71	4,000 00	2,000 00	7,911 71	1,701 62	250 00	851 00
Totals	509	$11,058,379	....	$3,127 22	$18,186 40	$10,080 00	$31,393 62	$3,882 53	$785 75	$1,978 19

RENSSELAER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Berlin	80	$416,763	$5,209	$584 08	$1,441 60	$1,170 00	$3,195 68	$1,238 30	$75 54	$305 08
Brunswick	90	1,751,453	19,404	9 46	1,900 00	950 00	2,859 46	150 24	140 65	775 74
East Greenbush	52	1,272,286	24,467	396 32	1,050 00	525 00	1,971 32	188 02	50 00	220 75
Grafton	80	232,735	2,909	70 62	1,333 00	1,333 00	2,736 62	173 91	31 24	114 30
Hoosick	132	2,710,331	20,532	233 89	3,600 00	1,800 00	5,633 89	2,467 53	229 91	749 47
Nassau	102	493,518	4,838	....	2,129 13	2,012 33	4,141 46	595 98	385 42	698 86
North Greenbush	39	805,002	20,640	....	1,329 00	664 50	1,993 50	25 00	134 55	169 00
Petersburg	66	415,024	6,288	454 67	1,050 00	945 00	2,449 67	430 68	238 82	31 68
Pittstown	153	2,451,082	16,020	1,205 19	3,213 00	1,606 50	6,024 69	1,223 25	254 12	875 00
Poestenkill	65	338,419	5,206	....	1,041 38	937 24	1,978 62	750 00	109 15	150 00
Sand Lake	92	637,338	6,927	3 94	2,067 32	1,800 00	3,871 26	1,623 95	396 72	592 66
Schaghticoke	103	1,985,604	19,277	363 40	3,027 27	1,499 12	4,889 79	1,215 24	132 10	1,201 28
Schodack	128	2,751,975	21,499	522 49	4,077 62	2,007 50	6,607 61	1,214 29	127 88	1,316 88
Stephentown	109	405,334	3,718	....	1,823 66	1,750 38	3,574 04	1,872 51	401 73	499 22
Totals	1,291	$16,666,864	....	$3,844 06	$29,082 98	$19,000 57	$51,927 61	$13,168 90	$2,707 83	$7,699 92

ROCKLAND COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Clarkstown	123	$4,179,864	$33,982	$2,796 73	$7,517 94	$3,750 00	$14,064 67	$2,142 66	$278 84	$658 21
Haverstraw	13	841,551	64,734	266 09	1,950 00	841 55	3,057 64	974 81	25 30	500 00
Orangetown	63	3,195,800	50,727	....	11,933 37	3,195 80	15,129 17	1,433 03	447 09	1,169 50
Ramapo	123	2,944,314	23,937	299 54	6,150 00	3,075 00	9,524 54	3,669 77	270 76	1,533 68
Stony Point	49	1,664,209	33,963	564 82	2,000 00	1,000 00	3,564 82	379 63	30 00	225 00
Totals	371	$12,825,738	....	$3,927 18	$29,551 31	$11,862 35	$45,340 84	$8,599 90	$1,051 99	$4,086 39

ST. LAWRENCE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Brasher	155	$1,006,350	$6,492	$27 66	$3,528 90	$3,176 01	$6,732 57	$498 98	$191 84	$320 58
Canton	171	2,534,700	14,822	209 73	6,349 83	3,174 92	9,734 48	1,372 66	634 29	1,053 92
Clare	41	245,265	5,982	397 57	1,139 00	1,025 00	2,561 57	300 00	75 00	274 07
Clifton	41	650,820	15,873	77 50	2,358 99	1,000 00	3,436 49	200 00	50 00	333 61
Colton	89	877,214	9,856	27 21	3,150 30	2,125 67	5,303 18	645 31	374 45	1,196 78
De Kalb	120	1,347,516	11,229	71 51	4,000 00	2,400 00	6,471 51	643 96	438 63	547 00
De Peyster	51	669,772	13,132	343 32	2,628 79	1,275 00	4,247 11	433 75	369 95	250 36
Edwards	52	451,096	8,674	104 97	1,709 93	1,300 00	3,114 90	882 08	202 03	277 28
Fine	87	797,797	9,168	3 43	3,004 34	2,103 04	5,110 81	400 00	180 37	490 48
Fowler	83	950,171	11,447	1,335 56	3,476 06	2,075 00	6,886 62	879 37	147 29	464 97
Gouverneur	117	1,281,743	10,955	13 89	4,065 23	2,845 66	6,924 78	1,322 09	450 30	341 12
Hammond	74	783,470	10,587	579 83	2,679 86	1,850 00	5,109 69	774 64	185 71	403 62
Hermon	79	486,524	6,158	375 21	2,404 10	1,975 00	4,754 31	550 00	375 00	200 00
Hopkinton	92	854,438	9,287	792 40	2,543 26	1,780 28	5,115 94	595 10	500 00	401 68
Lawrence	87	847,493	9,741	30 95	2,442 71	1,702 76	4,176 42	1,700 00	93 04	261 09
Lisbon	187	2,117,641	11,324	1,143 10	7,242 22	4,245 58	12,630 90	2,302 36	500 00	2,041 20
Louisville	82	715,236	8,722	734 11	2,552 86	2,040 29	5,327 26	325 00	103 65	262 00
Macomb	78	495,228	6,349	49 99	2,378 50	1,950 00	4,378 49	400 00	390 28	150 00
Madrid	89	972,797	10,930	352 35	2,537 37	1,769 86	4,659 58	817 68	262 58	434 22
Massena	84	1,683,534	20,042	922 29	4,194 35	2,092 80	7,209 44	1,500 00	400 00	615 03
Morristown	73	920,004	12,602	1,050 37	3,205 49	1,825 00	6,080 86	1,180 96	537 35	829 80
Norfolk	93	1,289,715	13,867	181 33	5,570 55	2,261 60	8,013 48	1,715 86	532 93	539 56
Oswegatchie	125	1,673,813	13,390	641 74	6,749 01	1,624 50	9,015 25	3,172 88	557 59	876 60
Parishville	118	619,201	5,247	120 62	2,481 66	2,233 49	4,835 77	489 38	1,500 00	100 00
Piercefield	32	667,764	20,868	36 00	10,722 79	800 00	11,558 79	2,626 86	2,541 30	1,020 89
Pierrepont	112	652,341	5,824	24 81	3,111 00	2,799 90	5,935 71	1,770 50	326 59	638 60
Pitcairn	55	209,925	3,817	26 33	1,017 04	1,017 04	2,060 41	200 00	25 00	328 14
Potsdam	186	1,996,917	10,736	1,484 41	5,873 52	2,711 46	10,069 39	3,167 28	500 00	1,415 80
Rossie	66	415,582	6,296	133 38	1,203 50	1,083 15	2,420 03	669 89	270 00	179 40
Russell	125	682,614	5,460	75 96	3,545 26	3,099 01	6,720 23	460 37	200 00	457 17
Stockholm	166	1,143,286	6,893	939 03	2,727 01	2,454 30	6,120 34	835 55	558 73	329 23
Waddington	89	693,329	7,790	55 54	2,095 60	1,642 08	3,793 22	505 03	284 44	651 84
Totals	3,099	$30,733,296	....	$12,362 10	$112,689 03	$65,458 40	$190,509 53	$33,337 54	$13,758 34	$17,686 04

SARATOGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Ballston	60	$1,194,811	$19,913	$16 06	$2,066 97	$1,033 48	$3,116 51	$686 42	$200 00	$981 68
Charleton	69	841,997	12,202	....	1,448 53	869 12	2,317 65	308 59	200 00	1,426 08
Clifton Park	101	1,657,579	16,411	....	3,043 18	1,521 59	4,564 77	549 90	84 45	1,292 41
Corinth	66	191,492	2,901	95 44	836 97	629 40	1,561 81	600 00	86 45	933 48
Day	66	57,028	864	104 11	419 54	419 54	943 19	419 80	20 70	524 62
Edinburgh	52	72,332	1,391	60 72	611 26	611 26	1,283 24	305 80	40 08	508 05
Galway	101	477,527	4,728	512 28	1,629 12	1,629 12	3,770 52	1,364 60	186 88	1,582 92
Greenfield	128	550,473	4,300	485 05	1,970 70	1,970 70	4,426 45	324 19	106 95	838 06
Hadley	61	229,379	3,760	98 53	1,097 79	1,097 79	2,294 11	558 56	75 00	583 29
Half Moon	79	1,636,922	20,720	....	4,665 72	1,658 96	6,324 68	850 00	498 22	1,564 27
Malta	59	626,565	10,619	....	1,164 94	976 39	2,141 33	270 05	68 61	948 03
Milton	93	870,149	9,356	11 00	1,763 11	1,234 18	3,008 29	876 91	181 88	1,147 40
Moreau	84	824,585	9,816	57 85	2,293 79	1,345 45	3,697 09	848 64	76 87	903 80
Northumberland	76	644,326	8,478	117 20	1,355 00	1,084 00	2,556 20	282 55	153 44	1,172 44
Providence	64	54,820	856	1 23	509 26	509 26	1,019 75	500 00	62 14	621 64
Saratoga	98	981,211	10,012	....	2,200 00	1,540 00	3,740 00	1,100 00	125 39	1,440 90
Saratoga Springs	70	871,323	12,447	293 41	3,578 36	1,750 00	5,621 77	1,380 08	500 00	822 21
Stillwater	100	1,676,432	16,764	10 60	3,844 95	1,500 00	5,355 55	1,001 53	382 78	1,392 29
Waterford	12	1,110,567	92,547	188 75	803 23	401 62	1,393 60	199 71	95 15	370 25
Wilton	82	448,947	5,475	94 26	1,434 07	1,290 66	2,818 99	413 21	103 80	861 73
Totals	1,521	$15,018,465	....	$2,146 49	$36,736 49	$23,072 52	$61,955 50	$12,840 54	$3,248 79	$19,915 55

SCHENECTADY COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Duanesburgh	147	$1,372,937	$9,339	$481 53	$4,506 45	$3,150 00	$8,137 98	$1,585 13	$336 95	$1,466 08
Glenville	109	2,219,107	20,358	....	3,318 84	1,500 00	4,818 84	28 80	614 32	1,764 71
Niskayuna	36	1,171,912	32,552	352 32	1,506 00	750 00	2,608 32	80 88	77 46	364 70
Princetown	46	366,988	7,978	180 72	1,100 00	880 00	2,160 72	350 07	48 95	280 95
Rotterdam	74	2,641,088	35,690	53	3,705 00	1,850 00	5,555 53	3,040 99	171 57	1,724 03
Totals	412	$7,772,032	....	$1,015 10	$14,136 29	$8,130 00	$23,281 39	$5,085 87	$1,249 25	$5,600 47

SCHOHARIE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalisation.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Blenheim	63	$256,718	$4,074	$57 00	$950 00	$950 00	$1,957 00	$230 74	$54 17	$135 17
Broome	110	316,484	2,877	128 13	1,300 00	1,300 00	2,728 13	272 37	108 53	538 90
Carlisle	63	721,014	11,444	25 77	2,000 00	1,575 00	3,600 77	294 53	251 84	1,001 93
Cobleskill	59	821,811	13,929	119 55	2,872 87	1,435 74	4,428 16	380 65	275 88	605 00
Conesville	75	263,580	3,514	250 90	956 00	907 76	2,114 66	200 00	75 00	155 75
Esperance	40	373,538	9,338	38 74	963 60	655 20	1,657 54	618 40	236 32	500 29
Fulton	115	600,986	5,225	108 46	2,123 40	1,911 06	4,142 92	815 67	696 91	636 62
Gilboa	122	561,697	4,604	41 69	3,085 80	3,050 00	6,177 49	1,193 37	986 96	480 53
Jefferson	90	498,599	5,539	55 80	1,523 37	1,371 03	2,950 20	253 68	204 52	309 11
Middleburgh	101	579,917	5,741	82 00	2,201 50	1,220 39	3,503 89	771 47	347 52	526 20
Richmondville	71	514,338	7,244	151 69	1,233 22	986 58	2,371 49	1,330 52	301 92	769 95
Schoharie	54	774,333	14,339	336 45	1,533 26	766 00	2,635 71	977 25	83 85	568 09
Seward	78	696,749	8,932	105 63	1,595 10	1,276 80	2,976 81	500 00	244 97	610 50
Sharon	75	733,032	9,773	120 91	2,642 21	1,849 55	4,612 67	407 69	1,150 78	1,481 73
Summit	79	439,739	5,566	327 23	1,300 00	1,170 00	2,797 23	302 22	105 10	842 46
Wright	64	514,150	8,033	6 57	1,237 17	989 74	2,233 48	450 00	52 00	724 66
Totals	1,259	$8,666,685	....	$1,956 52	$27,517 50	$21,414 13	$50,888 15	$8,998 56	$5,176 27	$9,886 89

SCHUYLER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Catherine	72	$449,539	$6,243	$634 77	$1,200 00	$1,080 00	$2,914 77	$767 69	$97 56	$111 28
Cayuta	36	269,552	7,487	346 58	800 00	640 00	1,786 58	1,627 80	61 73	80 51
Dix	90	680,156	7,557	601 98	2,500 09	2,000 00	5,102 07	650 00	534 67	756 98
Hector	249	2,587,559	10,391	....	5,889 25	3,572 04	9,461 29	460 32	277 73	1,272 92
Montour	41	279,057	6,806	38 08	1,303 97	1,025 00	2,367 05	686 01	89 15	323 28
Orange	115	346,414	3,012	175 37	2,000 37	2,000 00	4,175 74	1,000 00	441 90	271 13
Reading	61	706,684	11,585	35 50	1,665 94	970 45	2,671 89	543 24	150 00	382 44
Tyrone	98	718,107	7,327	34 85	1,942 83	1,440 00	3,417 68	935 79	106 08	328 58
Totals	762	$6,037,068	....	$1,867 13	$17,302 45	$12,727 49	$31,897 07	$6,700 85	$1,708 82	$3,527 12

SENECA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneohs purposes.
Covert	70	$1,027,782	$14,682	$133 82	$2,000 00	$1,000 00	$3,133 82	$500 53	$179 09	$969 35
Fayette	142	1,851,770	13,040	54 09	4,021 20	2,000 00	6,075 29	1,463 79	606 36	1,420 80
Junius	63	765,145	12,145	34 87	2,001 40	1,200 00	3,236 27	371 50	347 39	740 17
Lodi	77	1,155,525	15,006	138 82	1,627 75	800 00	2,566 57	882 24	153 15	659 00
Ovid	71	1,071,794	15,095	....	1,800 00	900 00	2,700 00	317 36	268 40	409 45
Romulus	84	1,217,986	14,499	231 03	2,511 00	1,254 00	3,996 03	1,350 00	301 96	303 25
Seneca Falls	38	576,545	15,172	539 00	1,532 00	766 00	2,837 00	312 20	202 59	202 00
Tyre	52	593,378	11,411	237 15	1,243 33	746 00	2,226 48	321 82	200 00	414 27
Varick	61	1,014,988	16,639	581 09	1,600 00	800 00	2,981 09	327 76	128 53	382 40
Waterloo	46	904,726	19,668	104 94	2,049 03	1,000 00	3,153 97	374 37	85 45	359 09
Totals	704	$11,179,639	....	$2,054 81	$20,385 71	$10,466 00	$32,906 52	$6,221 57	$2,472 92	$5,859 78

STEUBEN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Addison	51	$248,979	$4,881	$202 89	$1,451 41	$1,275 00	$2,929 30	$578 66	$117 45	$319 72
Avoca	82	737,083	8,988	78 82	2,400 00	1,920 00	4,398 82	1,256 60	543 07	1,228 63
Bath	207	1,501,377	7,253	1 75	4,200 00	3,360 00	7,561 75	2,002 80	310 59	2,288 34
Bradford	57	345,535	6,062	158 82	950 00	855 00	1,963 82	245 01	70 05	293 58
Cameron	106	641,822	6,055	126 01	2,004 20	1,800 00	3,930 21	834 38	350 00	459 12
Campbell	85	832,623	9,795	375 93	2,204 50	1,540 00	4,120 43	1,015 78	407 41	390 95
Canisteo	94	692,752	7,369	427 29	3,020 06	2,350 00	5,797 35	3,197 11	383 61	575 71
Caton	91	576,277	6,332	233 26	2,527 00	2,274 30	5,034 56	364 28	394 80	434 82
Cohocton	129	1,313,350	10,181	637 90	3,500 00	2,450 00	6,587 90	1,120 72	277 48	1,178 73
Corning	87	1,054,160	12,116	15 89	2,000 00	1,380 00	3,395 89	1,104 16	300 00	182 55
Dansville	124	1,072,960	8,652	575 39	3,003 87	2,400 00	5,979 26	869 91	407 77	824 48
Erwin	59	883,172	14,969	105 73	2,000 00	1,000 00	3,105 73	901 88	56 98	955 67
Fremont	81	536,149	6,619	155 24	2,000 00	1,993 50	4,148 74	909 35	212 80	303 25
Greenwood	96	545,695	5,684	158 14	1,933 62	1,665 00	3,756 76	843 60	224 00	611 05
Hartsville	67	267,190	3,987	65 49	1,305 00	1,255 00	2,625 49	1,451 97	109 56	406 20
Hornby	91	457,811	5,030	23 67	2,218 75	1,980 00	4,222 42	697 06	89 25	536 64
Hornellville	90	1,150,783	12,787	361 44	3,870 00	1,860 00	6,091 44	1,593 96	365 13	1,051 90
Howard	147	684,739	4,658	157 20	2,701 32	2,700 00	5,558 52	1,158 93	150 00	204 45
Jasper	112	679,870	6,070	183 42	2,001 17	2,070 00	4,254 59	1,807 57	393 53	295 01
Lindley	76	517,186	6,805	72 97	2,111 00	1,899 90	4,083 87	1,775 00	304 65	199 84
Prattsburg	117	718,834	6,143	283 59	2,800 00	2,520 00	5,603 59	891 05	810 09	942 05
Poultney	87	826,276	9,497	197 63	2,000 00	1,960 00	4,157 63	525 79	116 00	520 10
Rathbone	88	668,599	7,597	78 46	2,015 13	1,886 40	3,979 99	2,067 52	146 51	352 60
Thurston	89	382,676	4,299	....	1,350 00	1,350 00	2,700 00	195 66	270 00	614 64
Troupsburg	122	590,494	4,840	48 71	2,500 00	2,500 00	5,048 71	750 00	234 99	654 37
Tuscarora	80	516,292	6,453	30 93	1,424 20	1,260 00	2,715 13	715 91	50 00	272 02
Urbana	98	1,288,555	13,148	18 33	3,008 00	1,500 00	4,526 33	862 37	277 26	904 55
Wayland	90	1,035,583	11,506	659 71	3,750 00	2,250 00	6,659 71	200 00	91 44	1,350 67
Wayne	53	380,094	7,171	276 26	1,200 00	960 00	2,436 26	100 00	617 45	218 50
West Union	100	470,641	4,706	59 78	1,800 00	1,800 00	3,659 78	365 19	413 06	365 65
Wheeler	113	663,879	5,875	587 58	2,500 00	2,250 00	5,337 58	1,179 89	392 39	406 18
Woodhull	125	618,938	4,951	257 50	2,500 00	2,500 00	5,257 50	1,037 98	111 79	440 52
Totals	3,094	$22,900,374	....	$6,615 73	$74,249 23	$60,764 10	$141,629 06	$32,620 09	$8,999 11	$19,782 49

SUFFOLK COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Babylon	128	$2,247,688	$17,560	$4,538 55	$13,523 10	$3,200 00	$21,261 65	$4,338 03	$517 10	$798 60
Brookhaven	471	14,221,083	30,193	2,980 67	40,000 00	14,221 08	57,201 75	8,673 30	1,391 74	1,455 00
East Hampton	153	4,031,364	26,348	134 81	8,030 03	4,000 00	12,164 84	25 00	917 40	1,116 86
Huntington	267	8,531,670	31,953	2,381 07	32,940 11	8,531 67	43,852 85	1,555 39	556 84	4,970 22
Islip	201	15,560,079	77,413	423 11	36,600 00	15,560 07	52,583 18	2,184 48	999 43	930 52
Riverhead	138	4,539,780	32,908	520 25	12,056 82	4,539 78	17,116 85	800 00	900 00	1,007 50
Shelter Island	20	2,300,589	115,029	1,582 57	4,000 00	2,000 00	7,582 57	100 00	150 16	745 75
Smithtown	126	3,522,445	27,955	1,310 99	5,590 63	2,500 00	9,401 62	500 00	563 40	332 81
Southampton	325	7,825,689	24,079	13,097 14	42,314 33	8,125 00	63,536 47	8,196 67	904 61	3,337 59
Southold	124	6,462,579	52,117	2,892 76	15,000 00	6,462 58	24,355 34	15,320 68	807 34	2,304 48
Totals	1,953	$69,242,966	....	$29,861 92	$210,055 02	$69,140 18	$309,057 12	$41,693 55	$7,708 02	$16,999 33

SULLIVAN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Bethel	162	$871,153	$5,377	$232 10	$3,000 17	$2,700 00	$5,932 27	$1,007 73	$650 23	$705 62
Callicoon	115	467,722	4,067	217 84	3,820 94	2,875 00	6,913 78	357 14	486 37	424 12
Cochecton	78	549,765	7,048	188 11	2,101 42	1,681 14	3,970 67	53 00	113 20	250 00
Delaware	88	502,084	5,705	....	2,500 00	2,200 00	4,700 00	202 00	201 77	169 60
Fallsburg	*189	820,353	4,340	267 35	5,960 92	4,725 00	10,953 27	2,014 75	500 00	250 00
Forestburg	66	115,522	1,750	887 95	1,650 05	1,650 00	4,188 00	1,293 07	315 55	100 00
Fremont	120	550,371	4,586	1,770 61	3,510 00	3,000 00	8,280 61	735 00	600 00	100 00
Highland	77	241,078	3,130	147 31	3,501 51	1,925 00	5,573 82	292 56	140 12	56 00
Liberty	180	821,783	4,565	....	4,587 48	4,500 00	9,087 48	1,644 29	789 45	1,698 46
Lumberland	84	308,834	3,676	47	8,225 89	2,100 00	10,326 36	821 83	282 91	270 52
Mamakating	144	972,554	6,753	....	2,500 06	2,250 00	4,750 06	514 00	100 00	383 28
Neversink	*140	291,606	2,082	....	3,400 27	2,000 00	5,400 27	500 00	100 00	100 00
Rockland	133	658,835	4,953	....	6,299 62	3,325 00	9,624 62	1,263 59	546 96	500 00
Thompson	*174	779,641	4,480	304 62	4,380 58	4,350 00	9,035 20	1,362 78	200 00	1,136 06
Tusten	66	310,006	4,697	126 20	1,645 00	1,645 00	3,416 20	314 90	109 50	156 89
Totals	1,834	$8,261,307	....	$4,142 56	$57,083 91	$40,926 14	$102,152 61	$12,376 64	$5,136 06	$6,300 55

* Mileage corrected 1910.

TIOGA COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Barton	132	$977,707	$7,406	....	$2,400 51	$1,920 41	$4,320 92	$1,575 68	$626 26	$890 27
Berkshire	58	404,863	6,980	$45 51	1,408 84	1,267 95	2,722 30	1,207 20	154 65	177 75
Candor	191	1,078,843	5,648	940 57	3,500 00	3,150 00	7,590 57	2,606 47	150 00	414 47
Newark Valley	89	574,239	6,452	160 16	1,705 67	1,535 10	3,400 93	684 18	207 06	583 51
Nichols	73	827,215	11,331	....	2,065 66	955 63	3,021 29	1,000 00	150 00	500 00
Owego	224	2,092,742	9,342	1,158 42	5,183 08	3,595 26	9,936 76	4,875 11	625 36	873 46
Richford	73	404,415	5,539	109 05	1,333 16	1,161 29	2,603 50	266 00	309 27	816 38
Spencer	100	497,423	4,974	142 79	1,779 60	1,779 60	3,701 99	1,019 51	108 60	413 85
Tioga	127	1,216,163	9,576	....	4,016 00	2,811 20	6,827 20	2,003 24	595 98	490 17
Totals	1,067	$8,073,610	....	$2,556 50	$23,392 52	$18,176 44	$44,125 46	$15,237 39	$2,927 18	$5,159 86

TOMPKINS COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Caroline	124	$781,689	$6,303	$65 54	$4,146 53	$2,430 00	$6,642 07	$2,102 68	$165 00	$227 77
Danby	125	496,642	3,973	458 18	2,000 00	2,000 00	4,458 18	911 19	150 30	607 74
Dryden	192	1,738,496	9,054	....	4,962 48	4,200 00	9,162 48	1,422 82	505 98	1,324 10
Enfield	79	624,023	7,899	552 32	1,400 00	1,120 00	3,072 32	243 80	250 00	589 74
Groton	108	1,122,710	10,395	984 09	3,481 98	2,240 00	6,706 07	7,163 49	566 25	2,283 28
Ithaca	80	911,634	11,395	690 17	2,476 54	1,440 00	4,606 71	4,792 74	175 78	302 13
Lansing	142	1,609,261	11,332	364 15	2,766 46	1,659 58	4,790 19	501 30	114 62	106 51
Newfield	141	655,427	4,648	373 57	2,200 00	2,200 00	4,773 57	518 59	310 74	891 11
Ulysses	100	973,026	9,730	....	2,610 28	2,287 14	4,897 42	3,057 88	734 00	421 51
Totals	1,091	$8,912,908	....	$3,488 02	$26,044 27	$19,576 72	$49,109 01	$20,714 49	$2,972 67	$6,753 89

ULSTER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Denning	101	$76,018	$752	$195 80	$2,200 00	$1,246 00	$3,641 80	$873 26	$125 00	$165 79
Esopus	74	1,783,518	24,101	583 70	3,500 00	1,750 00	5,833 70	384 28	161 70	283 68
Gardiner	82	685,546	8,360	10 85	2,400 00	1,920 00	4,330 85	822 75	329 70	402 60
Hardenburg	65	111,201	1,710	56 40	1,200 00	1,533 89	2,790 29	1,105 60	300 00	150 00
Hurley	59	508,433	8,617	92 39	1,200 00	1,090 14	2,382 53	250 08	134 07	252 76
Kingston	13	33,261	2,558	50 84	250 00	250 00	550 84	....	15 74	67 62
Lloyd	67	861,087	12,852	853 50	2,700 00	1,620 00	5,173 50	423 75	232 17	309 00
Marbletown	123	1,312,630	10,671	....	2,763 12	1,750 00	4,513 12	400 00	50 00	505 75
Marlborough	70	866,166	12,373	113 82	3,008 00	1,750 00	4,871 82	268 43	65 00	321 00
New Paltz	66	494,174	7,487	206 50	1,450 00	1,160 00	2,816 50	181 63	50 00	319 41
Olive	115	616,765	5,363	119 17	3,606 25	2,160 00	5,885 42	808 65	307 57	426 66
Plattekill	83	772,171	9,303	1 85	1,800 00	1,260 00	3,061 85	217 20	93 76	448 69
Rochester	142	833,491	5,869	255 07	2,300 00	2,070 00	4,625 07	2,274 96	313 37	427 77
Rosendale	50	809,365	16,187	270 42	1,800 00	900 00	2,970 42	500 00	102 16	76 25
Saugerties	161	1,488,336	9,244	781 98	7,300 00	4,025 00	12,106 98	1,574 47	229 00	2,475 26
Shandaken	85	565,525	6,653	239 84	3,421 44	2,125 00	5,786 28	1,086 77	500 00	334 50
Shawangunk	121	921,898	7,619	118 17	4,000 00	3,025 00	7,143 17	2,332 30	400 23	776 39
Ulster	60	958,166	15,969	8 63	2,000 00	1,245 01	3,253 64	550 00	50 00	263 30
Wawarsing	207	936,537	4,524	692 23	4,500 00	4,500 00	9,692 23	4,675 83	512 60	414 62
Woodstock	104	375,986	3,615	49 34	2,159 87	2,210 00	4,419 21	928 51	83 78	384 86
Totals	1,848	$15,010,274	....	$4,700 50	$53,558 68	$37,590 04	$95,849 22	$19,658 47	$4,055 85	$8,805 91

WARREN COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Bolton	85	$847,850	$9,974	$96 10	$7,000 00	$2,100 00	$9,196 10	$1,200 00	$600 00	$754 76
Caldwell	48	594,196	12,379	343 09	965 00	579 00	1,887 09	1,264 00	279 50	257 93
Chester	129	364,690	2,827	....	2,000 00	2,000 00	4,000 00	1,930 39	193 61	1,545 29
Hague	51	347,751	6,818	1,794 55	3,430 00	1,260 00	6,484 55	250 00	350 00	594 92
Horicon	93	171,501	1,844	63 85	1,150 00	800 00	2,013 85	159 50	50 36	468 75
Johnsburg	158	564,484	3,572	....	3,975 00	3,950 00	7,925 00	1,940 57	431 09	2,423 96
Luzerne	74	257,840	3,214	2 75	1,200 00	1,200 00	2,402 75	512 35	84 58	478 75
Queensbury	147	1,429,185	9,722	2 00	3,129 46	2,100 00	5,231 46	598 90	250 00	1,478 21
Stony Creek	70	118,562	1,693	40 81	1,000 00	1,000 00	2,040 81	341 14	60 97	978 06
Thurman	79	133,371	1,688	301 99	1,170 00	1,170 00	2,641 99	164 42	15 00	950 00
Warrensburg	76	776,282	10,214	94 89	1,500 00	1,050 00	2,644 89	170 47	236 83	685 81
Totals	1,010	$5,605,712	....	$2,740 03	$26,519 46	$17,209 00	$46,468 49	$8,531 74	$2,551 94	$10,616 44

WASHINGTON COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Argyle	128	$898,096	$7,016	$598 53	$2,306 34	$1,835 83	$4,740 70	$1,362 79	$606 44	$1,653 31
Cambridge	94	958,174	10,193	41 40	1,782 28	1,247 60	3,071 28	397 18	180 36	547 15
Dresden	55	231,837	4,215	353 03	1,000 00	1,000 00	2,353 03	225 05	87 55	314 07
Easton	119	1,387,606	11,660	10 32	3,252 27	2,975 00	6,237 59	715 18	235 50	1,422 23
Fort Ann	119	669,875	5,629	379 33	2,000 00	1,800 00	4,179 33	670 16	111 96	979 73
Fort Edward	56	720,450	12,864	602 35	1,600 00	811 84	3,014 19	780 21	220 00	987 29
Granville	111	1,174,911	10,584	247 44	2,200 00	1,540 00	3,987 44	258 00	100 00	363 95
Greenwich	115	1,414,274	12,298	1,371 47	2,600 00	1,560 00	5,531 47	1,402 25	162 60	562 21
Hampton	38	343,893	9,049	84 94	767 31	537 12	1,389 37	50 00	50 00	90 50
Hartford	97	718,385	7.406	15 98	1,700 00	1,360 00	3,075 98	273 32	50 00	1,050 00
Hebron	122	944,442	7,741	425 02	2,100 00	1,680 00	4,205 02	848 03	72 80	669 85
Jackson	88	746,439	8,482	230 90	1,600 00	1,280 00	3,110 90	463 03	115 00	335 18
Kingsbury	76	670,590	8,823	698 84	2,600 00	1,900 00	5,198 84	1,102 71	409 15	1,007 33
Putnam	47	306,243	6,515	320 38	864 93	778 44	1,963 75	347 66	20 00	123 47
Salem	112	796,410	7,110	544 62	2,211 16	1,768 93	4,524 71	567 93	235 00	271 84
White Creek	83	654,364	7,883	411 76	1,822 72	1,120 00	3,354 48	2,065 11	200 00	798 59
Whitehall	73	594,930	8,149	934 43	2,000 00	1,600 00	4,534 43	565 91	128 68	653 30
Totals	1,533	$13,230,120	....	$7,270 74	$32,407 01	$24,794 76	$64,472 51	$12,094 52	$2,985 04	$11,830 00

WAYNE COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Arcadia	136	$1,903,628	$13,997	$16 94	$6,000 00	$3,000 00	$9,016 94	$1,281 17	$641 57	$1,704 00
Butler	89	841,535	9,455	372 31	2,000 00	1,400 00	3,772 31	213 89	191 47	1,449 98
Galen	131	2,257,238	17,230	1,634 78	4,200 00	2,100 00	7,934 78	696 77	268 08	831 07
Huron	80	907,549	11,344	....	2,384 35	1,261 28	3,645 63	375 00	300 00	854 02
Lyons	91	1,230,757	13,524	397 50	4,324 60	2,000 00	6,722 10	481 06	550 00	1,246 00
Macedon	80	1,881,065	23,513	220 59	3,000 00	1,500 00	4,720 59	665 30	512 41	1,103 85
Marion	70	1,183,538	16,907	....	2,898 38	1,400 00	4,298 38	1,000 00	568 79	470 95
Ontario	60	1,180,012	19,666	10 00	2,652 49	1,326 24	3,988 73	500 00	250 00	763 61
Palmyra	80	1,850,865	23,135	290 75	4,000 00	2,000 00	6,290 75	554 67	300 00	741 42
Rose	71	1,091,683	15,375	98 23	3,000 00	1,610 00	4,708 23	100 00	227 13	780 91
Savannah	74	1,025,100	13,852	461 21	2,800 00	1,400 00	4,661 21	228 06	329 51	797 72
Sodus	152	2,608,295	17,159	....	7,600 00	3,800 00	11,400 00	1,075 44	141 06	1,382 71
Walworth	71	1,129,532	15,909	798 03	2,400 00	1,200 00	4,398 03	149 64	273 40	468 13
Williamson	71	1,489,746	20,982	126 63	4,000 00	1,775 00	5,901 63	732 60	567 69	839 50
Wolcott	92	648,292	7,046	529 69	2,019 50	1,615 60	4,164 79	613 50	148 78	1,505 34
Totals	1,348	$21,228,833	....	$4,956 66	$53,279 32	$27,388 12	$85,624 10	$8,667 10	$5,269 89	$14,939 21

WESTCHESTER COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Bedford	103	$4,608,876	$44,746	$4,014 99	$13,662 79	$4,608 88	$22,286 66	$2,106 16	$350 00	$2,899 00
Cortlandt	88	6,275,402	71 311	2,847 96	25,369 08	6,275 40	34,492 44	2,925 57	618 23	852 21
East Chester	14	2,682,889	191,635	2,399 67	5,300 00	2,650 00	10,349 67	1,295 29	357 10	607 97
Greenburg	58	5,704,338	98,350	2,787 99	15,000 00	5,704 33	23,492 32	1,266 44	195 41	530 73
Harrison	73	4,638,485	63,540	43,295 95	23,858 90	4,500 00	71,654 85	1,082 85	100 00	225 82
Lewisboro	65	1,167,533	17,962	406 44	2,715 00	1,350 00	4,471 44	185 54	80 94	526 45
Mamaroneck	9	1,624,734	180,525	13 42	12,214 31	1,624 73	13,852 46	130 14	108 42	273 17
Mount Pleasant	66	4,872,855	73 831	8,568 06	7,000 00	3,500 00	19,068 06	3,186 77	307 13	436 58
New Castle	62	2,318,671	37,397	1,337 89	4,375 00	2,187 50	7,900 39	562 11	130 05	904 23
North Castle	55	1,576,671	28,666	781 65	2,653 30	1,250 00	4,684 95	939 89	138 14	311 97
North Salem	52	1,936,369	37,237	194 29	2,000 00	1,000 00	3,194 29	609 65	341 32	159 00
Ossining	14	815,008	58,215	1,220 79	4,750 00	815 01	6,785 80	1,401 50	283 90	290 00
Pelham	2	560,442	280,221	431 76	600 00	300 00	1,331 76	....	....	....
Poundridge	51	336,527	6,598	90 38	1,200 00	1,080 00	2,370 38	145 04	60 00	194 09
Rye	11	1,172,220	106,565	244 18	3,800 00	1,172 22	5,216 40	1,600 00	500 00	100 00
Scarsdale	20	3,315,855	165,792	10	10,185 91	3,315 86	13,501 87	250 00	100 00	633 70
Somers	57	1,396,077	24,492	719 91	2,500 00	1,250 00	4,469 91	207 11	80 00	325 00
White Plains	18	2,158,690	119,927	768 07	7,000 00	2,158 69	9,926 76	100 00	150 00	150 00
Yorktown	90	1,861,935	20,688	440 55	5,017 25	2,250 00	7,707 80	739 84	703 81	514 00
Totals	908	$49,023,577	....	$70,564 05	$149,201 54	$46,992 62	$266,758 21	$18,733 90	$4,604 45	$9,933 92

WYOMING COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purses.
Arcade	66	$544,725	$8,253	....	$2,009 75	$1,600 00	$3,609 75	$641 04	$386 90	$760 18
Attica	64	626,026	9,781	$203 67	2,285 00	1,599 50	4,088 17	713 58	413 30	704 83
Bennington	99	999,026	10,091	180 10	3,500 00	2,450 00	6,130 10	1,205 73	496 36	944 65
Castile	79	1,185,711	15,009	692 62	2,904 42	1,422 00	5,019 04	170 84	521 12	913 08
Covington	58	755,995	13,034	185 90	2,416 00	1,208 00	3,809 90	1,595 27	183 50	451 50
Eagle	56	603,128	10,770	359 77	2,000 00	1,400 00	3,759 77	536 87	321 69	798 38
Gainsville	63	815,595	12,945	4 13	2,875 00	1,575 00	4,454 13	574 55	372 85	1,083 14
Genesee Falls	33	492,112	14,912	38 20	1,500 00	750 00	2,288 20	559 06	137 08	856 40
Java	79	1,042,625	13,197	45 48	2,800 00	1,400 00	4,245 48	1,500 00	231 02	464 72
Middlebury	73	1,216,970	16,670	....	2,500 00	1,250 00	3,750 00	277 13	417 66	863 46
Orangeville	67	551,605	8,232	223 31	1,500 00	1,200 00	2,923 31	379 25	84 20	250 00
Perry	76	811,537	10,678	88 10	2,785 14	1,820 00	4,693 24	497 53	100 00	1,059 97
Pike	52	613,306	11,794	....	1,500 00	900 00	2,400 00	1,200 00	147 51	1,376 94
Sheldon	81	932,003	11,506	92 83	2,786 72	1,500 00	4,379 55	1,504 02	201 39	445 82
Warsaw	62	718,832	11,594	....	2,500 00	1,500 00	4,000 00	500 00	212 21	329 16
Wethersfield	61	612,154	10,035	391 64	1,700 00	1,190 00	3,281 64	618 05	449 30	837 85
Totals	1,069	$12,521,350	....	$2,505 75	$37,562 03	$22,764 50	$62,832 28	$12,472 92	$4,676 09	$12,140 08

YATES COUNTY.

TOWNS.	Number of miles of highways.	Valuation of towns outside of villages, including county and State equalization.	Valuation per mile as basis of State aid.	Balance on hand from previous year.	Amount collected and appropriated for highways.	Amount received as State aid.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.
Barrington	85	$528,336	$6,215	$5 82	$1,800 00	$1,620 00	$3,425 82	$175 75	$101 56	$388 32
Benton	92	1,490,488	16,200	321 73	3,200 00	1,600 00	5,121 73	583 91	203 14	906 58
Haly	80	361,093	4,507	1 41	1,870 00	1,800 00	3,671 41	499 51	102 08	648 20
Jerusalem	150	1,527,290	10,181	210 51	4,010 00	2,800 00	7,020 51	1,000 00	700 00	561 61
Middlesex	69	620,369	8,990	25 18	1,600 00	1,280 00	2,905 18	548 81	163 51	279 46
Milo	83	1,370,826	16,516	289 98	3,000 00	1,500 00	4,789 98	1,919 89	536 74	609 11
Potter	79	741,707	9,388	181 67	1,850 00	1,120 00	3,151 67	394 78	201 88	755 03
Starkey	81	1,153,940	14,246	24 92	2,560 92	1,200 00	3,785 84	1,048 90	253 07	460 76
Torrey	50	657,119	13,142	162 17	1,476 00	725 00	2,363 17	306 12	131 43	262 04
Totals	769	$8,451,168	....	$1,223 39	$21,366 92	$13,645 00	$36,235 31	$6,477 67	$2,393 41	$4,871 11

COUNTY RECAPITULATION OF RECEIPTS.

COUNTIES.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total available for all purposes.
Albany	$63,907 06	$9,709 61	$2,257 52	$13,915 77	....	$5,877 85	$1,257 29	$96,925 10
Allegany	99,807 64	38,188 72	8,391 62	16,464 38	$958 00	14,676 77	3,143 56	181,630 69
Broome	60,957 25	25,575 53	2,637 83	4,916 00	4 00	8,777 99	995 46	103,864 06
Cattaraugus	100,824 97	36,638 62	4,444 34	11,831 58	310 60	14,465 45	2,327 88	170,843 44
Cayuga	72,848 54	12,486 62	3,501 38	16,136 46	....	10,877 29	1,680 07	117,530 36
Chautauqua	99,905 45	42,314 72	5,877 29	14,530 88	1,254 96	15,239 62	2,350 52	181,473 44
Chemung	39,694 14	10,154 26	1,727 51	3,070 23	....	6,051 30	714 71	61,412 15
Chenango	74,984 19	15,461 66	4,421 73	5,047 98	2 00	10,891 79	934 73	111,744 08
Clinton	54,700 00	15,345 14	3,021 59	10,470 82	....	6,700 59	1,479 00	91,717 14
Columbia	68,319 93	28,907 90	4,084 83	10,519 54	4 25	12,804 77	1,713 46	126,354 68
Cortland	43,884 54	7,675 32	2,855 69	4,011 80	710 00	6,744 86	838 24	66,720 45
Delaware	109,527 91	18,410 81	6,112 74	8,704 89	845 34	11,769 84	1,857 18	157,228 71
Dutchess	99,643 26	18,610 20	3,676 24	12,950 41	....	13,574 20	1,989 86	150,444 17
Erie	150,242 49	47,354 95	5,910 83	14,499 88	....	16,754 11	2,374 50	237,136 76
Essex	78 314 34	17,633 59	8,345 10	23,401 73	91 00	10,898 35	3,318 71	142,002 82
Franklin	97,232 36	19,525 74	8,632 10	17,221 29	761 50	10,202 31	3,002 66	156,577 96
Fulton	29,327 93	6,050 62	1,702 37	9,871 48	340 50	4,390 41	1,515 00	53,198 31
Genesee	68,627 06	15,237 36	5,787 90	10,163 85	....	8,924 65	1,677 44	110,418 26
Greene	57,422 61	10,511 14	1,768 87	7,595 55	....	7,735 85	1,412 50	86,446 52
Hamilton	36,962 03	8,679 62	3,203 88	9,973 51	50 00	6,785 22	2,210 00	67,864 26
Herkimer	70,096 88	22,021 47	5,045 59	10,127 75	113 50	11,365 95	2,056 44	120,827 58
Jefferson	101,984 68	58,746 51	6,576 74	19,134 45	....	14,628 80	3,373 57	204,444 75
Lewis	69,765 28	19,916 22	7,403 03	12,625 78	100 00	10,243 47	1,992 96	122,046 74
Livingston	81,181 81	11,531 53	5,563 92	13,213 24	....	12,520 43	2,886 00	126,896 93
Madison	62,406 42	19,332 27	5,103 27	4,609 20	....	11,489 85	1,062 42	104,003 43
Monroe	113,703 33	19,864 64	6,136 93	14,809 52	100 00	14,116 04	2,294 70	171,025 16
Montgomery	44,935 18	21,803 45	5,199 40	12,532 70	710 20	7,009 28	1,045 00	93,235 21
Nassau	124,161 98	9,230 02	2,690 15	9,263 29	1,056 96	9,845 60	2,950 00	159,198 00
Niagara	59,975 68	15,010 76	4,139 64	6,436 31	....	7,182 80	2,160 00	94,905 19
Oneida	103,700 73	34,864 92	3,773 61	9,589 47	....	15,846 95	1,697 31	169,472 99
Onondaga	114,420 23	25,115 76	6,808 45	9,393 55	....	15,726 53	2,672 50	164,137 02
Ontario	97,224 71	18,351 71	8,650 69	11,791 71	138 60	11,367 88	1,566 62	149,091 92

COUNTY RECAPITULATION OF RECEIPTS — *Concluded.*

COUNTIES.	Total available for highways in 1910.	Amount collected and appropriated for bridges.	Amount collected and appropriated for the purchase, repair and storage of machinery and tools.	Amount collected and appropriated for snow and miscellaneous purposes.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total available for all purposes.
Orange	$105,745 21	$18,228 18	$4,747 23	$9,029 94	$402 40	$11,743 45	$2,385 09	$152,281 50
Orleans	45,240 98	10,593 92	4,215 82	6,040 23	....	6,885 47	1,302 46	74,278 88
Oswego	75,017 21	15,621 71	5,651 98	15,327 63	....	11,189 17	1,613 45	124,421 15
Otsego	82,754 06	16,442 80	5,045 67	9,008 03	....	11,976 04	1,401 61	126,628 21
Putnam	31,393 62	3,882 53	785 75	1,978 19	....	2,319 85	998 00	41,357 94
Rensselaer	51,927 61	13,168 90	2,707 83	7,699 92	....	7,554 15	1,093 72	84,152 13
Rockland	45,340 84	8,599 90	1,051 99	4,086 39	....	5,040 14	1,560 00	65,679 26
St. Lawrence	190,509 53	33,337 54	13,758 34	17,686 04	....	17,074 24	3,230 26	275,595 95
Saratoga	61,955 50	12,840 54	3,248 79	19,915 55	100 00	12,900 52	2,219 59	113,180 49
Schenectady	23,281 39	5,085 87	1,249 25	5,600 47	15 00	3,349 50	605 00	39,186 48
Schoharie	50,888 15	8,998 56	5,176 27	9,886 89	78 25	6,616 28	1,093 28	82,737 68
Schuyler	31,897 07	6,700 85	1,708 82	3,527 12	....	3,724 99	520 54	48,079 39
Seneca	32,906 52	6,221 57	2,472 92	5,859 78	....	6,058 86	1,280 00	54,799 65
Steuben	141,629 06	32,620 09	8,999 11	19,782 49	27 00	17,320 16	3,284 90	223,662 81
Suffolk	309,057 12	41,693 55	7,708 02	16,999 33	225 00	15,976 96	3,529 98	395,189 96
Sullivan	102,152 61	12,376 64	5,136 06	6,300 55	155 48	9,417 64	3,418 75	138,957 73
Tioga	44,125 46	15,237 39	2,927 18	5,159 86	222 00	6,679 26	1,311 50	75,662 65
Tompkins	49,109 01	20,714 49	2,972 67	6,753 89	....	5,954 71	951 41	86,456 18
Ulster	95,849 22	19,658 47	4,055 85	8,805 91	2 75	12,377 51	1,872 35	142,622 06
Warren	46,468 49	8,531 74	2,551 94	10,616 44	....	5,835 30	925 36	74,929 27
Washington	64,472 51	12,094 52	2,985 04	11,830 00	....	10,036 04	2,275 00	103,693 11
Wayne	85,624 10	8,667 10	5,269 89	14,939 21	25 00	10,269 13	2,328 64	127,123 07
Westchester	266,758 21	18,733 90	4,604 45	9,933 92	....	20,714 95	7,723 72	328,469 15
Wyoming	62,832 28	12,472 92	4,676 09	12,140 08	....	9,854 24	2,320 00	104,295 61
Yates	36,235 31	6,477 67	2,393 41	4,871 11	....	5,296 71	890 99	56,165 20
Totals	$4,673,861 68	$1,049,262 74	$261,553 15	$602,603 97	$8,804 29	$581,652 07	$112,685 89	$7,290,423 79

APPENDIX E.

DISBURSEMENTS.

Statement showing following data in regard to Town Roads, in each town.

1. Repair of highways, including materials and rental of machinery.
2. Balances in highway fund.
3. Repair of bridges.
4. Construction of new bridges.
5. Balances in bridge fund.
6. Purchase, repair and storage of machinery.
7. Balances in machinery fund.
8. Removal of obstructions caused by snow.
9. Other miscellaneous purposes.
10. Balances in miscellaneous fund.
11. Laying out, altering and discontinuing highways.
12. Compensation of superintendents of highways and deputy.
13. Allowance to supervisor and town clerk.
14. Total expenditures for all highway purposes.

ALBANY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Berne..............	$3,748 76	$646 96	$500 31	....	....	$324 13	$0 87	$449 98	....	$0 02	....	$525 00	$90 77	$5,638 95
Bethlehem..........	8,773 11	1,051 72	1,305 22	....	$172 39	183 88	51 02	1,122 30	$50 35	....	....	639 00	278 68	12,352 54
Coeymans..........	5,628 47	1,614 66	457 73	....	149 23	103 85	207 77	1,642 57	12 00	98	....	429 00	145 00	8,418 62
Colonie.............	15,980 09	4,118 45	1,826 32	....	8 39	500 00	....	999 57	383 81	29 42	....	1,150 65	325 00	21,165 44
Guilderland.........	5,501 52	500 57	557 43	....	82 85	308 61	....	1,340 97	112 04	....	....	612 50	....	8,433 07
Knox..............	2,480 94	325 52	100 00	....	....	45 00	....	764 22	....	....	....	390 00	92 80	3,872 96
New Scotland.......	3,400 40	1,099 38	834 27	....	69 26	224 03	78 34	3,507 17	11 37	....	....	881 70	100 00	8,958 94
Rensselaerville......	3,668 55	702 09	1,314 78	$1,780 00	....	164 02	....	1,140 19	14 02	4 16	....	665 00	125 00	8,871 56
Westerlo...........	3,981 86	684 01	230 75	....	320 68	39 87	26 13	2,116 31	96 34	117 98	....	585 00	100 04	7,150 17
Totals..........	$53,163 70	$10,743 36	$7,126 81	$1,780 00	$802 80	$1,893 39	$364 13	$13,083 28	$679 93	$152 56	....	$5,877 85	$1,257 29	$84,862 25

ALLEGANY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Alfred	$3,164 86	$21 02	$402 63	$363 60	$121 67	$197 99	$27 01	$123 33	$126 67			$648 04	$200 00	$5,227 12
Allen	2,526 36	731 04	301 02	996 01	333 34	95 07	131 23	244 22	28 54	$270 76		433 27	125 00	4,749 49
Alma	3,194 15	80 85	146 95		38 66	125 28	9 12	543 30	315 90	108 09		566 66	150 00	5,042 24
Almond	2,730 66	1,244 51	86 61	476 96	1,670 00	447 40		163 86	30 00	21 14		585 44	115 00	4,635 93
Amity	2,792 93	9 38	723 14		176 86	264 31	35 84	100 06	326 17	120 71		666 00	100 00	4,972 61
Andover	3,569 51	300 83	342 12	1,418 50	469 38	161 61	3 39	155 13	62 15	295 87		439 20	112 00	6,260 22
Angelica	2,558 29	570 05	2,547 36			126 90	18 65	117 10	453 55	153 85		599 00	72 00	6,474 20
Belfast	2,893 07	1 60	117 91	14 85	978 07	90 00	125 00	133 12	65 68	306 61		456 00	135 00	3,906 43
Birdsall	2,996 44	141 39	339 83	1,404 92	173 98	315 23		109 44	78 74	130 57		345 55	95 00	5,685 15
Bolivar	2,582 04	397 28	185 42		513 94	61 66	136 93	159 55	59 83	360 72		469 50	85 00	3,603 00
Burns	2,821 80	2 90	379 13		23 68	701 89		224 72	49 03	217 32		316 80	81 76	4,575 13
Caneadea	4,522 19	32 23	1,187 85		431 49	176 69	173 31	154 43	31 20	412 43	$900 00	504 00	185 00	7,661 36
Centerville	2,896 60	29 68	240 14		9 86	118 30	9 00	303 30	65 40	55 04		452 77	89 00	4,165 51
Clarksville	3,046 46	461 11	68 74	1,800 00	78 60	151 81	146 64	378 05	41 50			474 00	75 00	6,035 56
Cuba	3,404 19	269 74	628 41	262 42	133 19	330 25	48 78	126 14	149 81	171 38		555 00	93 00	5,549 22
Friendship	2,432 89	68 67	528 34	1,091 84	126 95	142 17	15 86	158 07	57 73	78 50		544 50	85 00	5,040 54
Genesee	3,197 02	513 24	259 53		4 82	282 34		164 70	439 57	48 37		531 61	90 00	4,964 77
Granger	3,485 62	399 93	294 11		246 99	177 50	72 66	265 04	19 00	192 64		435 00	125 00	4,801 27
Grove	2,907 45	43 72	291 36		762 14	313 97	41 61	300 80	25 50	82 30		510 00	63 80	4,412 88
Hume	5,257 09		2,520 04		976 70	167 43	132 57	298 00	570 83	507 44		473 68	150 00	9,437 07
Independence	2,769 41	502 39	203 60		380 89	128 32	252 17	74 45	173 20	2 86		406 50	48 00	3,803 48
New Hudson	2,626 21	281 32	220 24	1,075 82	201 95	53 94		113 27	121 96	48 56		345 00	110 00	4,666 44
Rushford	3,669 88	217 61	224 60	1,770 00	8 24	111 80	38 20	195 56	144 09	154 39		670 25	285 00	7,071 18
Scio	3,957 58	6 96	1,720 44		4 70	778 64	21 41	416 27	1,480 05	37 24	58 00	615 00	115 00	9,140 98
Ward	1,771 50	250 58	140 15		224 85	137 80		154 49	51 29	187 72		402 00	46 00	2,703 23
Wellsville	4,996 52		1,946 68	319 00	29 03	223 50	134 29	546 08	104 92	529 67		759 00	75 00	8,970 70
West Almond	2,156 24	84 52	307 99		448 91	251 05	14 40	152 76	49 01	37 36		350 00	61 00	3,328 05
Willing	3,288 95	548 57	352 61		195 97	126 48	53 40	108 99	69 28	161 64		528 00	82 00	4,556 31
Wirt	4,245 02	135 56	318 91	2,004 51		490 82		340 56	135 41	120 40		595 00	95 00	8,225 23
Totals	$92,460 93	$7,346 68	$17,025 86	$12,998 43	$8,164 46	$6,750 15	$1,641 47	$6,324 79	$5,326 01	$4,813 58	$958 00	$14,676 77	$3,143 56	$159,664 50

BROOME COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Barker	$2,499 61	$360 31	$849 32	....	$0 24	$85 03	$6 32	$49 92	$70 43	$6 37	....	$422 50	$55 00	$4,031 81
Binghamton	2,164 09	127 10	121 50	....	128 50	27 35	2 15	83 40	27 00	....	$4 00	332 50	25 00	2,784 84
Chenango	1,947 09	907 04	166 20	$29 00	388 52	94 31	47 81	177 61	36 84	10 41	....	493 50	50 00	2,994 55
Colesville	7,659 01	128 87	2,083 48	994 46	29 57	279 01	35 80	357 77	107 40	46 49	....	508 00	114 81	12,103 93
Conklin	1,914 05	268 85	293 52	....	149 25	80 83	....	60 05	34 36	21 34	....	489 10	65 00	2,936 91
Dickinson	449 60	264 67	57 75	....	69 66	34 90	....	....	9 90	15 10	....	135 00	20 00	707 15
Fenton	3,140 92	49 75	821 01	....	9,053 11	64 10	8 83	90 37	58 50	....	....	634 96	60 00	4,869 86
Kirkwood	2,571 22	906 76	207 09	....	535 10	59 48	15 52	82 29	48 31	199 99	....	624 80	44 80	3,637 99
Lisle	4,297 50	523 04	468 68	690 00	394 44	380 54	....	404 07	70 20	144 07	....	426 35	32 00	6,769 34
Maine	3,477 96	713 71	362 35	515 30	209 89	149 67	4 77	331 01	291 44	145 03	....	393 13	75 00	5,595 86
Manticoke	1,155 21	145 38	64 21	....	244 28	40 96	9 53	96 51	58 06	72 91	....	195 65	3 00	1,613 60
Sanford	5,457 15	585 50	533 66	....	71 52	188 61	15 39	195 30	26 32	51 92	....	1,079 00	171 10	7,651 14
Triangle	2,786 79	613 92	154 07	....	345 93	24 85	10 95	91 38	45 00	78 71	....	621 50	43 00	3,766 59
Union	3,446 71	345 96	1,056 24	1,231 05	....	469 20	....	180 60	165 51	138 55	....	903 00	107 60	7,559 91
Vestal	4,131 16	603 22	937 73	....	537 27	128 19	....	187 65	30 35	....	....	607 75	54 15	6,076 98
Windsor	6,570 00	745 10	762 74	1,017 47	1 43	370 10	3 63	228 83	142 66	146 07	....	911 25	75 00	10,078 05
Totals	$53,668 07	$7,289 18	$8,939 55	$4,477 27	$12,158 71	$2,477 13	$160 70	$2,616 76	$1,222 28	$1,076 96	$4 00	$8,777 99	$995 46	$83,178 51

CATTARAUGUS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Allegany	$3,926 91		$891 46			$194 42	$55 58	$51 25	$209 26	$9 59		$495 00	$61 03	$5,829 33
Ashford	6,410 96	$312 29	903 77		$8 73	89 73	9 60	717 48	41 00	6 49		758 00	203 00	9,123 94
Carrollton	2,276 80	3,160 74	190 11		441 43	66 99	4 23	18 95	107 81	267 24		388 75	150 00	3,199 41
Cold Spring	1,375 74	405 12	37 17		219 03	14 83	45 39	78 50	20 00	7 50		233 56	13 00	1,772 80
Conewango	2,549 85	161 23	715 94	$326 31	583 98	100 40	21 28	268 07	39 70	210 81		378 00	55 00	4,433 27
Dayton	4,680 69	93 65	602 97	588 57	157 01	206 91		307 43	21 00			665 10	43 75	7,116 42
East Otto	2,285 35	149 27	388 64		75 52	60 95		7 55	6 00	3 45		244 23	40 00	3,032 72
Elko	1,397 86	240 34	259 30		25 12	221 50	3 50		67 49	16 17	$5 60	333 25	50 00	2,335 00
Ellicottville	3,982 68	112 39	1,550 14	426 69	35 53	117 79	8 50	505 00	198 44	11 22		499 60	100 00	7,380 34
Farmersville	2,099 62	681 34	333 97	60 09	265 35	59 11	80 23	126 59	22 30	78 01	305 00	337 54	80 00	3,424 22
Franklinville	2,828 81	1,209 85	204 44		923 40	112 91	217 84	279 65	78 52	164 08		561 75	90 00	4,156 05
Freedom	3,453 65	339 90	270 18	258 37	1,144 47	171 54		295 78	237 89	103 33		689 58	85 00	5,461 99
Great Valley	3,603 67	433 46	554 53		245 47	149 76		32 00	90 68	59 32		558 00	75 00	5,063 64
Hinsdale	3,333 93	22 26	517 86	1,183 35	106 16	104 31	5 69	120 41	98 20	109 87		594 00	80 00	6,032 06
Humphrey	3,434 45	88 34	758 90			59 66	90 34	63 31	216 44	301 86		378 00	53 00	4,963 76
Ischua	4,468 71		100 00			112 02		202 84	154 20			330 45	32 00	5,400 22
Leon	2,443 40	329 92	215 30	291 70	507 80	47 49	52 51	151 95	30 00	118 05		425 00	40 79	3,645 63
Little Valley	1,945 23	283 41	747 62	1,484 35	301 52	25 00	50 45	242 35	6 00			511 00	61 27	5,022 82
Lyndon	1,849 90	608 36	70 00		87 58	38 05	36 95	223 48		20 32		173 75	40 00	2,395 18
Machias	2,707 01	122 09	78 24	191 25	196 36	72 71	27 29	615 96	229 50			505 00	76 47	4,476 14
Mansfield	2,819 99	51 14	1,504 58		25 92	74 95	05	316 00	110 67	14 74		332 44	65 00	5,223 63
Napoli	1,785 59	222 17	164 45	720 00	8 57	12 80	12 70	364 55	60 50	101 62		305 00	50 09	3,462 98
New Albion	3,682 72	553 50	1,080 19		51 71	97 68	44 73	235 95	509 70	80 67		573 77	125 00	6,305 01
Olean	1,151 29	302 10	532 62	250 20		66 32	33 68	126 30	103 00	20 70		625 20	60 00	2,914 93
Otto	1,954 57	369 01	280 22		261 04	29 91	20 09	105 83	147 61			247 81	40 00	2,805 95
Perrysburg	2,502 47	300 11	102 95		384 32	89 91		161 48		94 37		423 00	60 00	3,339 81
Persia	1,816 32		607 66		5 65	325 90		292 14	58 07			660 00	60 00	3,820 09
Portville	2,306 67	932 01	377 08	2,386 00	340 63	59 00	39 75	33 90	55 95	107 33		479 95	50 00	5,748 55
Randolph	2,176 90	244 94	403 80		93 23	150 64		259 65	33 00	13 66		252 35	75 00	3,351 34
Red House	1,510 99	257 54	388 97	225 00	528 04	29 25	75	1 65	132 45	30 60		272 50	95 76	2,656 57
Salamanca	1,168 95	439 86	1,270 38	3,179 00		322 31		33 08	36 00			753 00	95 00	6,857 72
South Valley	1,718 54	87 46	189 24	400 32	98 59	16 90	23 25	52 15	14 00	8 85		180 00	50 00	2,621 15
Yorkshire	2,385 98	274 97	153 82	869 40	229 36	257 26	1 05	423 54	21 48	10		300 87	72 72	4,485 07
Totals	$88,036 20	$12,788 77	$16,446 50	$12,840 60	$7,351 52	$3,558 91	$885 43	$6,714 77	$3,156 86	$1,959 95	$310 60	$14,465 45	$2,327 88	$147,857 77

CAYUGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Aurelius	$4,034 26	$262 37	....	$783 87	$5 50	$133 75	$23 63	$606 20	....	$34 08	....	$507 54	$110 00	$6,175 62
Brutus	2,527 14	....	$480 64	....	5 10	57 31	2 69	600 82	$41 16	73 45	....	491 00	37 00	4,235 07
Cato	2,367 12	799 66	180 40	....	34 34	127 79	21 86	641 65	....	7 82	....	516 00	52 75	3,885 71
Conquest	2,508 42	507 76	223 42	....	328 85	45 69	157 27	599 62	14 10	55 69	....	451 50	70 00	3,912 75
Fleming	2,602 16	208 47	474 75	619 67	85 95	14 76	35 34	348 09	3 40	10 69	....	479 00	54 00	4,595 83
Genoa	2,761 96	318 97	88 50	399 45	202 72	174 31	48 09	223 59	3 00	2 81	....	486 50	455 00	4,192 31
Ira	2,787 47	465 64	223 33	166 80	52 88	394 43	1 25	935 09	3 50	2 50	....	555 33	70 00	5,135 95
Ledyard	2,882 40	424 04	35 03	48 00	575 93	123 64	....	264 80	26 69	12 26	....	473 00	60 00	3,913 56
Locke	3,507 95	....	387 81	105 00	7 19	74 00	....	529 51	484 60	....	....	628 53	100 00	5,817 40
Ments	3,116 09	58 86	257 44	....	42 56	342 28	....	542 91	106 90	42 71	....	699 00	110 00	5,174 62
Montezuma	2,948 86	150 73	274 64	....	4 13	32 32	21 68	267 62	14 55	14 60	....	384 00	53 51	3,975 50
Moravia	3,295 10	44 52	446 87	....	336 77	204 25	....	491 15	8 48	....	....	471 24	175 00	5,092 09
Niles	3,039 66	350 92	523 68	....	20 00	154 02	77 97	965 01	71 14	86 84	....	404 60	100 00	5,258 11
Owasco	2,477 61	353 83	337 77	....	....	112 29	5 06	225 19	....	38 26	....	508 00	75 00	3,735 86
Scipio	2,022 96	1,153 83	47 96	....	52 04	65 95	14 10	698 90	10 55	163 05	....	458 00	60 00	3,364 32
Sempronius	2,418 76	87 53	84 46	538 44	114 98	118 85	31 15	836 49	32 00	8 92	....	377 50	40 00	4,446 50
Sennett	3,273 17	123 08	170 40	....	132 46	155 50	116 36	546 40	11 89	143 04	....	408 95	49 58	4,615 89
Springport	2,241 69	291 25	80 24	523 52	....	93 35	....	261 58	21 03	41 06	....	402 05	70 00	3,693 46
Sterling	3,907 36	180 87	361 61	....	315 97	128 75	22 60	1,701 85	60 42	33 24	....	459 00	78 00	6,696 99
Summerhill	2,387 38	103 02	209 17	....	....	40 84	10 85	689 61	21 00	....	....	356 55	70 00	3,774 55
Throop	2,470 74	108 91	96 07	869 60	29 13	99 89	11	429 03	16 35	23 12	....	474 00	51 43	4,507 11
Venice	3,607 01	278 98	236 62	161 85	109 78	101 22	10 18	533 81	17 90	69 07	....	463 50	58 80	5,180 71
Victory	2,891 95	498 08	586 52	....	6 81	86 62	19 38	1,327 65	38 02	....	....	422 50	80 00	5,433 26
Totals	$66,077 22	$6,771 32	$5,807 33	$4,216 20	$2,463 09	$2,881 81	$619 57	$14,266 57	$1,006 68	$863 21	....	$10,877 29	$1,680 07	$106,813 17

CHAUTAUQUA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes
Arkwright	$2,107 07	$111 72	$293 86		$283 08	$77 70	$1 20		$86 64	$31 88		$219 67	$41 49	$2,826 43
Busti	2,748 57	1,217 53	752 85		470 72	102 76		$967 65	88 45	140 62		821 25	46 60	5,528 13
Carroll	1,716 41	592 13	365 16		323 34	17 10	58 75	145 70	163 14	97 66		373 00	75 00	2,855 51
Charlotte	2,411 56	295 10	233 12	$1,293 68	2 55	97 20	11 67	244 96	41 32	53 83	$75 00	709 65	65 00	5,171 49
Chautauqua	6,599 28	596 00	792 97	876 14	107 29	742 89		1,245 85	289 42	405 86		1,020 00	210 00	11,776 55
Cherry Creek	1,449 39	526 06	140 89		647 05	51 39	11 75	73 00	15 00	383 86		413 50	55 00	2,198 17
Clymer	3,657 98	144 61	259 49		81 79	153 86	9 20	242 09	40 08	67 04		531 00	36 00	4,920 50
Dunkirk	1,549 16	1 53	185 70		314 30	18 00	32 00	28 65		96 35		412 00	75 00	2,268 51
Ellery	4,465 99	1,042 55	843 67		159 21	183 88	216 12	653 79	3 76	5 27		696 60	81 00	6,928 69
Ellicott	2,061 60	433 40	569 90	2,459 00	526 31	94 89	98 28	528 58	124 32	30 76		689 50	175 00	6,702 79
Ellington	3,170 55	732 83	217 39	510 74	481 80	114 27	160 58	368 47	15 00	7 53		462 50	60 00	4,918 92
French Creek	1,859 31	138 35	781 78		18 22	59 10	2 30		20 73	29 27		492 50	55 00	3,268 42
Gerry	1,913 28	81 73	1,147 34		423 67	38 10		486 41				451 75	50 00	4,086 88
Hanover	4,125 09	1,589 35	870 71	1,275 00	854 29	161 50	38 50	495 10	41 60		1,179 96	856 00	145 00	9,149 96
Harmony	5,707 30	783 64	571 09	1,407 24	387 22	519 14	112 33	1,001 01	3 00	21 75		799 71	100 00	10,108 49
Kiantone	1,307 43	407 64	165 50		236 92	62 00	3 00	30 37	1 88	17 75		237 75	10 00	1,814 93
Mina	2,316 55	748 77	1,076 94			55 70	44 30	410 20	517 98			516 54	50 00	4,943 91
Poland	2,728 73	7 35	671 65	225 00		134 61		175 22	40 86			414 00	68 70	4,458 77
Pomfret	5,204 14	528 46	1,344 56	5,232 63	2,005 09	573 00		642 49	11 95	89 54		865 55	150 00	14,024 32
Portland	8,485 11		1,047 57			311 30		869 70	104 13			894 15	150 00	11,861 96
Ripley	5,637 11			788 81		168 46		66 15	33 85			704 00	100 00	7,498 38
Sheridan	3,179 44	1,244 65	75 22	2,545 63	10 28	254 81		216 88	46 70			555 00	61 73	6,935 41
Sherman	2,416 67	579 65	542 29	1,721 82		56 65	14 30	467 30	31 90	80		405 00	275 00	5,916 63
Stockton	2,173 51	1,054 35	365 30		397 68	146 20	53 80	735 95	42 30	76 93		393 00	70 00	3,926 26
Villenovia	1,803 91	1,002 91	642 62		290 65	44 90	96 01	523 02	8 12	2 12		310 00	40 00	3,372 57
Westfield	5,130 14	119 86	1,205 00		794 91	682 99		272 78	308 61			996 00	105 00	8,700 61
Totals	$85,925 28	$13,960 17	$15,162 66	$18,335 69	$8,816 37	$4,922 40	$954 89	$10,891 32	$2,080 74	$1,558 82	1,254 96	$15,239 62	$2,350 52	$156,163 19

CHEMUNG COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Ashland	$2,025 75	$424 25	$973 76		$58 66	$29 17	$70 83	$55 41	$444 59			$587 10	$35 00	$4,150 78
Baldwin	2,547 52	60	463 17	$399 00	4 31	79 35		94 17				472 00	69 81	4,125 02
Big Flats	3,597 88	654 12	470 07		1,128 91	163 58	61 30	69 32	547 90	$98 68		552 00	42 00	5,442 75
Catlin	2,938 34	166 09	372 67		345 24	92 80		255 18	34 84	23 23		465 00	55 00	4,213 83
Chumung	2,864 86	1,530 41	665 17	465 48	117 31	63 16	36 84	121 53	31 80	105 45		568 30	60 00	4,840 30
Elmira	3,397 12	6 69	275 55	773 00	502 41	220 38	37 38	78 50	7 69	7 97		570 00	52 52	5,374 76
Erin	3,067 78	36 30	492 85	304 83		309 01		151 97	61 36			570 00	59 86	5,017 66
Horseheads	3,010 86	17 27	950 98		67 85	210 09	32	42 90	157 10			495 70	125 00	4,992 63
Southport	6,331 54	358 86	257 38	33 07	220 61	147 82		96 80				696 00	70 00	7,632 61
Van Etten	3,259 72	298 49	501 98			101 94		368 78	7 50			580 20	75 00	4,895 12
Veteran	2,946 34	213 35	283 46		26 54	102 58	96	202 63	1 18	3 75		495 00	70 52	4,101 71
Totals	$35,987 71	$3,706 43	$5,707 04	$1,975 38	$2,471 84	$1,519 88	$207 63	$1,537 19	$1,293 96	$239 08		$6,051 30	$714 71	$54,787 17

CHENANGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Afton	$3,687 37	$140 68	$333 65		$201 55	$165 06		$105 33	$27 08			$507 50	$41 87	$4,867 86
Bainbridge	2,558 08	333 22	631 14		168 86	40 83	$4 17	118 00	28 18	$10 10		585 85	33 00	3,995 08
Columbus	2,614 63	233 36	594 36		105 64	343 37	31 63	57 85	41 10	3 15		682 94	70 00	4,404 25
Coventry	2,567 81	150 21	122 00	$895 15	1 09	80 37	24 23	166 73		27		500 00	40 00	4,372 06
German	1,419 16	114 14			36 00	28 54	17 96	59 66	17 15	70 19		186 00	19 00	1,729 51
Greene	6,855 54	627 79	724 84	800 00	82 79	429 20	115 77	350 77	140 19	74 57		866 97	75 00	10,242 51
Guilford	6,537 52	668 53	411 67		457 28	425 13	44 22	248 06	98 81	63 76		691 50	65 00	8,477 69
Lincklean	1,562 24	158 47	509 84		100 70	826 75	50	118 37	102 92		$2 00	285 50	28 00	2,635 62
McDonough	2,483 86	299 65	77 76	216 94		252 98		41 40	136 97	07		328 00	27 00	3,564 91
New Berlin	4,792 49	189 03	1,768 77		51 66	242 36	257 64	764 91	75 00			759 83	25 00	8,428 36
North Norwich	2,229 98	130 36	564 32	740 96	96 79	67 72	32 28	105 30	15 80	47 70		520 00	36 53	4,280 61
Norwich	4,383 39	416 15	598 38		49 25	86 73	60 77	204 50	14 00	6 50		828 00	62 87	6,177 87
Otselic	2,201 62	513 42	101 89	536 80	19 25	4 20	3 15	70 26	39 00	5 37		367 50	35 00	3,356 27
Oxford	4,467 16	51 82	543 76		134 40	145 38		151 40	153 41			486 00	60 00	6,007 11
Pharsalia	2,860 54	25 87	91 80		9 20	234 75	2 80	89 15	141 22	27		317 00	38 50	3,772 96
Pitcher	1,838 46	165 35	419 93		74 06	73 15	28 41		26 00	38 88		390 00	24 70	2,772 24
Plymouth	2,483 96	377 46	153 89	198 62	47 49	102 90		37 24	4 85			410 00	34 00	3,425 46
Preston	2,040 86	5 74	184 79		145 93	52 00		137 90	91 40	70		423 46	40 00	2,970 41
Sherburne	5,405 32	228 67	508 43	150 00		482 44		39 45	17 65	17 90		618 00	66 03	7,287 32
Smithville	4,052 15	72 13	870 68	500 00	21 35	150 84	3 50		394 42	10 06		586 00	65 75	6,619 84
Smyrna	2,898 05	141 95	282 42		125 58	301 00	59 00	27 16	239 90			551 74	47 48	4,347 75
Totals	$69,940 19	$5,044 00	$9,494 32	$4,038 47	$1,928 87	$3,735 70	$686 03	$2,893 44	$1,805 05	$349 49	$2 00	$10,891 79	$934 73	$103,735 69

CLINTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Altona	$3,579 18	$36 33	$955 62	....	$49 62	$204 55	$5 27	$788 70	$61 06	$0 35	....	$435 00	$175 00	$6,199 11
Ausable	2,171 38	57 73	274 09	....	301 07	154 87	....	275 52	....	....	....	520 00	90 00	3,485 86
Beekmantown	3,224 70	95 31	163 16	$925 04	11 80	112 44	....	1,050 39	....	....	....	416 00	109 51	6,001 24
Black Brook	5,818 83	....	419 50	....	....	221 87	....	295 29	199 80	....	....	218 00	....	7,173 29
Champlain	2,971 53	90 50	922 64	....	144 13	132 87	135 47	521 59	1,080 79	108 26	....	480 84	75 00	6,185 26
Chazy	3,629 15	20 46	160 06	....	....	65 50	....	981 29	42 00	....	....	406 00	60 00	5,344 00
Clinton	3,255 60	236 74	334 56	325 40	418 44	89 55	10 00	475 43	155 16	116 77	....	425 00	139 60	5,200 30
Dannemora	2,852 34	....	150 00	....	....	100 00	....	18 01	55 94	76 05	....	168 00	100 00	3,444 29
Ellenburgh	4,869 68	....	1,156 60	....	....	494 00	....	432 05	89 79	....	....	685 00	125 00	7,852 12
Mooers	4,791 13	5 58	336 59	2,442 04	2,931 02	721 71	64	810 16	43 73	36 84	....	613 75	111 45	9,870 56
Peru	3,487 23	202 77	277 69	1,543 27	....	353 10	....	808 83	125 00	....	....	567 00	118 44	7,280 56
Plattsburgh	3,626 58	....	331 65	....	18 49	36 49	13 51	437 76	42 02	205 75	....	471 00	150 00	5,095 50
Saranac	5,513 23	557 63	249 53	....	47	50 00	....	476 11	....	23 89	....	720 00	120 00	7,128 87
Schuyler Falls	3,506 27	100 12	481 03	....	21 63	119 75	....	440 30	155 07	41 12	....	575 00	105 00	5,382 42
Totals	$53,296 83	$1,403 17	$6,212 72	$5,235 75	$3,896 67	$2,856 70	$164 89	$7,811 43	$2,050 36	$609 03	....	$6,700 59	$1,479 00	$85,643 38

COLUMBIA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machineryt fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Ancram	$3,566 54	$470 67	$286 35	....	$143 15	$445 90	$4 72	$631 62	$65 00	$37 73	....	$714 00	$85 00	$5,794 41
Austerlits	3,023 64	197 50	368 65	....	8 12	96 77	9 06	24 80	38 71	47 25	....	592 50	26 00	4,171 07
Canaan	3,763 17	193 23	433 33	$278 04	27 41	162 73	26 25	486 18	10 85	5 47	....	723 25	134 50	5,992 05
Chatham	6,659 96	343 10	644 16	....	1,450 93	373 19	17 22	651 09	77 08	306 15	....	1,168 00	48 00	9,621 48
Claverack	4,371 27	490 75	811 74	3,972 50	69 49	230 40	69 60	708 25	65 56	65 67	....	896 00	175 20	11,230 92
Clermont	2,792 39	396 50	127 19	4,425 93	266 17	300 00	....	434 79	3 00	....	....	799 00	107 76	8,990 06
Copake	2,771 45	479 41	250 41	....	312 12	95 33	126 45	1,026 25	84 00	27 45	....	492 00	88 00	4,807 44
Gallatin	2,698 90	336 01	252 20	675 00	311 38	2 90	22 10	493 71	32 82	11 72	....	712 60	98 50	4,966 63
Germantown	3,094 24	300 38	260 00	....	12 26	203 85	....	314 72	21 50	....	....	486 47	92 00	4,472 78
Ghent	4,119 15	437 54	1,646 30	336 00	10	189 84	65 93	572 58	126 35	9 69	....	819 00	124 50	7,933 72
Greenport	3,024 51	316 78	87 84	1,986 25	2,023 41	165 67	61 62	210 86	34 44	130 68	....	696 00	150 00	6,355 57
Hillsdale	2,400 49	1,583 66	342 52	593 83	163 22	140 72	11 53	194 66	155 33	150 01	....	695 00	50 00	4,572 55
Kinderhook	3,151 84	326 48	467 93	622 93	153 40	217 65	7 35	434 47	6 00	176 38	....	947 00	100 00	5,947 82
Livingston	3,515 33	412 61	430 21	2,918 50	165 16	231 12	69 03	783 75	12 00	120 85	....	782 70	100 00	8,773 61
New Lebanon	3,436 09	53 91	149 12	....	296 43	167 93	....	255 12	....	....	$4 25	461 25	70 00	4,543 76
Stockport	3,091 42	257 57	550 69	....	90 70	115 00	10 00	....	....	10 00	....	814 00	35 00	4,606 11
Stuyvesant	3,452 98	62 68	330 06	....	63 36	267 00	8 00	383 59	8 80	197 01	....	581 00	100 00	5,123 43
Taghkanic	2,504 07	223 71	77 77	....	25 73	150 45	19 52	797 80	6 00	71 80	....	425 00	129 00	4,090 09
Totals	$61,437 44	$6,882 49	$7,516 47	$15,808 98	$5,582 45	$3,556 45	$528 38	$8,404 24	$747 44	$1,367 86	$4 25	$12,804 77	$1,713 46	$111,993 50

CORTLAND COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Cincinnatus	$1,792 35	$491 91	$153 68	$9 25	$171 22	$255 98	$3 77	$57 10	$72 10	$45 21	....	$425 82	$70 00	$2,836 28
Cortlandville	4,084 58	91 93	300 27	....	362 82	185 63	16 17	172 22	41 92	83 77	$710 00	585 00	125 00	6,204 62
Cuyler	2,074 53	409 19	268 98	....	31 43	30 00	....	227 20	....	....	....	465 00	55 00	3,120 71
Freetown	2,354 98	739 45	39 41	212 12	123 99	208 64	66 66	236 11	35 42	25 40	....	440 00	45 00	3,571 68
Harford	1,426 81	1,481 80	150 00	170 45	220 34	130 00	20 00	108 45	34 80	52 60	....	423 00	30 00	2,473 51
Homer	5,998 02	423 91	688 65	495 50	....	328 07	....	742 16	27 00	....	....	732 00	135 00	9,146 40
Lapeer	1,257 66	500 30	79 77	....	25 45	51 12	....	188 12	76 60	12 00	....	325 00	30 00	2,008 27
Marathon	1,905 36	95 63	310 15	....	83 63	287 24	36 49	194 72	....	19 01	....	558 00	55 00	3,310 47
Preble	2,195 05	171 78	186 65	238 35	....	212 73	....	71 05	71 30	....	....	425 00	35 00	3,435 13
Scott	1,517 82	282 18	158 20	67 25	96 81	79 85	1 15	104 69	31 00	....	....	225 00	25 00	2,208 81
Solon	1,789 50	337 08	192 73	260 25	52 68	81 54	18 78	48 60	20 63	67 43	....	392 50	40 00	2,825 75
Taylor	2,396 10	39 35	361 51	....	7 86	201 11	1 89	....	144 08	3 94	....	394 00	40 00	3,536 80
Truxton	2,458 26	797 99	308 61	....	289 53	320 23	1 09	147 08	18 80	53 88	....	513 55	65 00	3,821 53
Virgil	3,768 84	594 52	621 82	....	378 18	164 05	....	548 82	31 92	....	....	573 29	53 24	5,761 98
Willett	989 07	1,418 59	269 70	207 96	80 12	106 30	47 20	1 62	134 92	70 13	....	267 70	35 00	2,012 27
Totals	$36,008 93	$7,875 61	$4,090 13	$1,661 13	$1,924 06	$2,642 49	$213 20	$2,847 94	$730 49	$433 37	$710 00	$6,744 86	$838 24	$56,274 21

DELAWARE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Andes	$5,492 74	$206 08	$446 09	....	$40 98	$179 84	$70 16	$223 70	$74 35	$322 20	....	$681 00	$72 63	$7,170 35
Bovina	3,568 23	33 57	409 98	$165 70	673 47	418 22	22 29	98 21	77 09	24 00	....	605 25	51 14	5,393 82
Colchester	8,010 51	225 98	1,166 90	1,450 00	17 32	114 74	....	125 64	169 46	1 61	$100 00	802 00	145 48	12,084 73
Davenport	3,138 13	515 71	401 73	....	25 40	79 36	74 93	186 50	80 80	....	745 34	442 50	46 00	5,120 36
Delhi	6,116 56	367 84	1,194 02	....	113 38	279 60	1 60	177 02	33 00	114 94	....	738 03	179 40	8,717 63
Deposit	3,313 24	106 76	158 08	....	67 74	277 05	....	54 80	13 67	57 60	....	400 00	55 00	4,271 84
Franklin	6,105 87	485 47	511 77	....	29 59	483 08	....	522 55	173 20	15 30	....	507 75	75 00	8,469 22
Hamden	3,429 55	16 62	361 42	....	36 04	518 76	7 06	113 99	42 76	11 92	....	442 91	35 00	4,944 39
Hancock	12,574 88	525 92	1,225 55	226 71	224 40	395 60	105 50	189 26	689 50	22 24	....	696 00	250 00	16,247 50
Harpersfield	3,605 22	24 78	455 54	....	72 17	154 63	....	61 70	120 63	34 34	....	492 00	52 38	4,942 10
Kortright	4,800 04	27 05	655 44	275 41	69 15	134 44	15 01	93 87	130 00	88 10	....	579 95	74 00	6,743 15
Mansonville	2,820 86	35 81	84 79	....	99 21	177 29	....	49 72	395 00	147 89	....	501 60	95 00	4,124 26
Meredith	5,046 97	230 21	188 59	794 07	....	374 57	....	394 37	39 50	....	....	645 62	60 00	7,543 69
Middletown	8,563 94	400 53	1,152 99	....	387 38	343 23	136 96	359 53	222 18	183 47	....	856 81	170 00	11,668 68
Roxbury	7,001 19	198 06	741 32	....	75 68	234 21	....	383 44	91 86	50 35	....	950 00	175 00	9,577 02
Sidney	4,005 57	928 44	940 77	375 99	253 03	181 63	91 87	314 49	356 50	34 61	....	880 50	65 75	7,121 20
Stamford	2,693 18	547 33	209 70	....	....	305 41	....	40 95	89 05	....	....	329 62	45 26	3,713 17
Tompkins	5,036 21	....	645 31	....	94 69	199 78	25 22	75 30	122 25	2 45	....	504 00	60 00	6,642 85
Walton	9,194 86	44 00	542 81	1,350 50	....	710 70	....	270 48	937 55	....	....	714 30	150 14	13,871 34
Totals	104,607 75	$4,920 16	$11,492 80	$4,638 38	$2,279 63	$5,562 14	$550 60	$3,735 52	$3,858 35	$1,111 02	$845 34	$11,769 84	$1,857 18	$148,367 30

DUTCHESS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Amenia	$6,017 39	....	$655 44	....	$83 69	$222 74	$12 56	$284 62	$99 00	....	....	$806 00	$182 50	$8,267 69
Beekman	2,153 18	$32 49	252 04	$1,205 60	....	27 35	17 84	242 50	49 16	....	....	447 00	81 00	4,457 83
Clinton	3,294 85	....	360 05	....	139 95	42 16	7 84	620 12	42 00	$187 88	....	444 00	47 00	4,850 18
Dover	5,546 87	993 94	227 69	1,131 32	1,320 54	76 40	223 60	277 67	29 45	194 12	....	732 00	77 89	8,099 29
East Fishkill	4,353 61	90 63	478 11	1,120 92	34 80	143 96	46 04	335 90	....	10 76	....	836 00	65 00	7,333 50
Fishkill	4,714 74	388 86	1,036 21	....	68 56	43 22	6 78	75 38	5 00	62 91	....	918 00	100 00	6,892 55
Hyde Park	6,659 81	131 03	170 12	....	396 36	50 35	....	518 40	454 15	....	....	944 45	137 42	8,934 70
La Grange	4,813 37	495 80	416 58	929 49	178 90	145 62	....	282 20	469 82	47 98	....	877 35	150 00	8,084 43
Milan	2,180 56	399 44	204 29	....	195 71	64 88	....	353 23	....	27 91	....	405 00	55 00	3,262 96
North East	4,584 98	467 09	762 87	842 51	255 37	157 80	16 98	1,093 30	32 40	....	....	642 00	175 00	8,290 86
Pawling	6,220 31	14 46	505 11	....	427 86	104 78	131 42	859 91	363 60	41 40	....	676 20	95 00	8,824 91
Pine Plains	3,172 75	139 25	126 07	....	175 38	111 87	....	337 26	14 87	150 87	....	619 70	62 00	4,444 52
Pleasant Valley	3,635 60	196 14	143 49	....	320 03	48 08	36 35	335 39	....	....	....	576 50	41 63	4,780 69
Poughkeepsie	5,732 17	795 04	80 10	....	259 95	21 45	28 55	97 10	....	2 90	....	741 00	125 00	6,796 82
Red Hook	6,685 64	250 17	700 00	....	....	685 29	....	929 73	49 40	....	....	600 00	135 00	9,785 06
Rhinebeck	8,413 40	....	530 70	....	67 53	447 97	168 56	1,129 49	227 22	....	....	835 00	150 00	11,733 78
Stanford	3,768 22	....	210 56	....	502 48	45 65	54 35	911 72	....	....	....	606 00	49 37	5,591 52
Union Vale	2,765 10	274 38	242 83	843 40	15 57	161 45	....	204 64	24 53	....	....	546 00	47 75	4,835 70
Wappinger	3,482 09	740 93	370 50	2 00	430 28	25 30	49 70	190 83	17 00	....	....	769 00	130 00	4,986 72
Washington	4,704 68	1,334 29	189 24	....	....	249 35	....	446 38	820 31	....	....	553 00	83 30	7,046 26
Totals	$92,808 32	$6,743 94	$7,662 00	$6,075 24	$4,872 96	$2,875 67	$800 57	$9,525 77	$2,697 91	$726 73	....	$13,574 20	$1,989 86	$137,299 97

ERIE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Alden	$4,138 78	$1,233 14	$314 53	....	$585 47	$300 00	....	$472 57	$3 00	....	....	$644 00	$92 00	$5,964 88
Amherst	7,345 71	731 98	1,229 08	$1,298 00	439 88	163 00	$353 99	530 63	....	$581 58	....	654 50	330 77	11,551 69
Aurora	3,294 76	1,105 24	786 14	....	713 86	114 45	85 55	716 22	....	235 21	....	742 50	59 11	5,713 18
Boston	2,979 98	163 38	186 12	....	259 87	22 34	2 66	341 38	127 02	....	....	237 50	50 00	3,944 34
Brant	2,367 52	686 62	107 49	....	1,095 10	31 10	312 91	92 72	8 99	227 49	....	560 63	50 00	3,218 45
Cheektowaga	11,413 60	2,913 01	887 11	3,500 00	2,342 89	209 93	174 45	557 40	107 53	369 91	....	992 00	195 00	17,862 57
Clarence	6,951 94	474 17	387 14	....	112 86	59 16	....	57 02	....	....	....	615 00	75 00	8,145 26
Colden	2,739 64	221 18	489 82	....	172 80	49 45	114 24	201 02	....	....	....	563 05	50 00	4,092 98
Collins	3,573 79	996 81	1,101 78	48 26	12 18	133 43	....	123 73	88 66	162 51	....	546 00	90 69	5,706 34
Concord	5,329 59	118 10	1,162 10	185 56	812 32	662 46	37	624 76	74 43	108 43	....	814 00	81 09	8,933 99
East Hamburg	6,037 68	1,736 43	889 92	....	110 08	93 32	....	778 94	....	14 51	....	714 56	125 00	8,639 42
Eden	4,392 67	1,193 19	65 23	2 00	332 77	208 27	....	601 92	....	....	....	754 53	48 00	6,072 62
Elma	4,601 07	460 89	275 61	1,390 00	462 91	93 84	33 61	925 85	13 00	....	....	609 79	110 00	8,019 16
Evans	4,866 86	1,387 74	1,186 65	120 00	233 46	78 07	28 14	253 07	....	21 93	....	711 65	110 00	7,326 30
Grand Island	2,018 56	4,385 57	552 85	....	757 45	621 50	81 94	60 50	....	14 50	....	447 00	31 00	3,731 41
Haniburg	11,227 78	2,132 17	963 57	....	1 66	314 21	10 86	909 26	70 00	12 99	....	908 70	135 00	14,528 52
Holland	3,143 00	639 89	570 36	1,982 45	52 51	91 21	....	440 83	82 18	....	....	324 10	40 00	6,674 13
Lancaster	5,444 61	987 34	1,257 38	7,143 29	....	16 25	8 75	196 61	....	53 39	....	839 50	180 57	15,078 21
Marilla	2,951 79	443 82	241 89	309 79	356 83	177 02	....	339 55	12 00	61 25	....	455 20	70 00	4,557 24
Newstead	5,071 06	785 48	1,110 25	....	236 75	351 50	13 32	343 25	....	36 85	....	983 00	90 00	7,949 06
North Collins	3,163 75	928 15	61 10	....	338 24	84 91	26 04	340 69	12 00	30 31	....	413 90	40 00	4,116 35
Sardinia	4,202 72	214 68	1,554 42	3,310 88	337 78	213 58	....	301 70	26 06	97 92	....	501 00	80 00	10,190 36
Tonawanda	7,673 86	2,093 83	190 92	367 48	205 00	49 21	79	....	223 75	76 25	....	978 00	83 00	9,566 22
Wales	2,722 72	....	634 25	....	18 86	20 20	4 80	480 30	3 00	7 20	....	462 00	38 00	4,360 47
West Seneca	6,556 24	....	1,407 40	....	92 60	359 57	140 43	1,839 48	6 63	....	....	1,282 00	120 27	11,571 59
Totals	$124,209 68	$26,032 81	$17,613 11	$19,657 71	$10,084 13	$4,517 98	$1,392 85	$11,529 40	$858 25	$2,112 23	....	$16,754 11	$2,374 50	$197,514 74

ESSEX COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Chesterfield	$3,158 17	$283 58	$226 44	....	$76 56	$247 22	....	$564 22	$366 50	....	....	$330 00	$200 00	$5,092 55
Crown Point	4,175 98	8 86	419 70	....	....	129 60	$10 96	911 49	393 26	....	....	642 61	160 00	6,832 64
Elizabethtown	3,326 06	25	813 66	....	52	273 55	4 71	436 01	10 60	$7 01	....	491 00	200 00	5,550 88
Essex	2,493 18	402 98	371 72	$991 64	39 79	316 01	15 14	860 47	753 10	28 10	....	405 00	22 00	6,213 12
Jay	3,620 05	120 03	604 65	....	....	330 77	....	389 95	723 17	180 88	....	908 80	150 00	6,727 39
Keene	5,223 00	....	720 40	1,958 50	44 10	54 00	120 75	621 41	743 76	127 83	....	687 00	130 00	10,138 07
Lewis	3,386 07	14 13	168 41	818 40	67 46	346 27	....	910 93	1,195 16	1,444 43	....	495 66	107 71	7,428 61
Minerva	5,974 54	46	726 68	....	....	922 00	....	1,859 48	1,405 58	24 42	....	792 00	250 00	11,930 28
Moriah	11,241 64	48 29	789 30	2,429 50	417 99	959 31	16 09	521 17	992 54	218 91	....	1,112 66	400 00	18,446 12
Newcomb	4,181 09	196 31	187 93	....	62 07	636 80	....	733 00	70 00	32 40	....	941 75	300 00	7,050 57
North Elba	4,960 84	430 70	767 02	....	732 98	590 65	....	415 65	209 50	383 27	$91 00	837 00	325 00	8,196 66
North Hudson	2,832 32	400 33	332 89	....	67 11	37 72	....	631 66	869 89	....	....	658 19	300 00	5,662 67
St. Armand	1,777 86	450 51	205 00	....	190 79	9 58	43 42	67 37	546 70	56 81	....	423 00	150 00	3,179 51
Schroon	2,987 41	268 01	188 59	75 00	....	318 44	15 23	902 10	220 10	....	....	141 25	175 00	5,007 89
Ticonderoga	8,006 26	87 09	1,158 50	....	198 38	2,203 73	268 65	961 56	569 22	149 02	....	753 10	300 00	13,952 37
Westport	2,697 20	55	536 24	286 94	276 82	99 72	....	434 45	370 22	....	....	344 15	70 00	4,838 92
Willsboro	2,853 31	652 10	225 22	....	86 45	209 28	....	288 71	326 88	112 74	....	552 50	24 00	4,479 90
Wilmington	2,055 18	....	370 22	....	02	165 50	....	209 01	451 09	....	....	382 68	55 00	3,688 68
Totals	$74,950 16	$3,364 18	$8,812 57	$6,559 98	$2,261 04	$7,850 15	$494 95	$11,718 64	$10,217 27	$1,465 82	$91 00	$10,898 35	$3,318 71	$134,416 83

FRANKLIN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Altamont	$5,004 37	$41 23	$197 60			$499 85	$0 15	$242 07	$169 68	$41 04		$344 00	$250 00	$6,707 57
Bangor	4,325 77	1,623 83	445 30		$554 70	338 55	162 91	522 92	27 50			649 92	150 00	6,459 96
Belmont	3,476 92	484 12	101 64	$547 31	202 04	173 46	1 06	444 77	34 93	246 02	$254 00	744 00	157 66	5,934 69
Bombay	3,547 73	254 52	70 73		100 43	403 92	167 82	95 55	298 95	256 55		624 00	200 00	5,240 88
Brandon	2,263 85	18 15	465 04	157 86	27 10	174 34		319 08	19 23			304 50	115 00	3,818 90
Brighton	10,760 62		200 00			1,096 90		582 16	417 84			238 00	200 00	13,495 52
Burke	2,762 61	120 87	211 80	77 44	236 65	250 22	2 01	397 55		9 60		549 00	160 00	4,408 62
Chateaugay	5,922 60		841 31	1,017 65	42 52	500 00		565 27	35 06			665 00	150 00	9,696 89
Constable	2,498 65	3 61	588 63	366 64	1,420 99	155 80	70 69	254 80	39 00	56 15		480 00	125 00	4,508 52
Dickinson	2,672 53	11 49	116 90	333 36	76 48	139 42	40	365 10	213 54	46 64		453 00	75 00	4,368 85
Duane	1,991 19	13 06	104 97			120 24		284 88	269 02			315 00	120 00	3,205 30
Fort Covington	3,128 81	683 67	623 78	420 75		446 67		221 17	94 42	149 68	501 50	426 50	75 00	5,938 60
Franklin	8,601 88		608 86	1,105 88		154 03		500 45	2,851 55			589 75	250 00	14,662 40
Harriettstown	11,653 10		128 28	1,867 64	44 20	574 75		413 75	2,056 48		6 00	700 14	300 00	17,700 14
Malone	7,426 01	14 16	1,247 57	1,521 92	10 75	323 37	63 08	880 32	252 90			960 00	200 00	12,812 09
Moira	3,043 21	1,481 67	24 25	1,083 02	176 89	100 91	4 49	180 69	415 08	63 63		561 00	135 00	5,543 16
Santa Clara	5,375 51		629 56			1,442 79	318 01	228 50	1,510 23			522 00	100 00	9,808 59
Waverly	4,305 03	601 59	922 54		77 46	623 88	1 64	185 70	612 05	1 29		547 00	115 00	7,311 20
Westville	3,095 55	24 45	379 98	147 32		320 74		259 24	36 64	52 62		529 50	125 00	4,893 97
Totals	$91,855 94	$5,376 42	$7,908 74	$8,646 79	$2,970 21	$7,839 84	$792 26	$6,943 97	$9,354 10	$923 22	$761 50	$10,202 31	$3,002 66	$146,515 85

FULTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Bleecker	$1,494 70	$5 30	$45 25	....	....	$45 35	$4 65	$549 33	....	$60 85	....	$209 25	$70 00	$2,413 88
Broadalbin	2,532 77	93 17	103 84	....	$166 13	98 03	....	1,051 75	$139 51	122 35	....	421 90	140 00	4,487 80
Caroga	2,382 67	310 21	352 57	$213 02	57 80	157 56	151 24	364 50	247 88	....	$19 50	479 46	175 00	4,392 16
Ephratah	2,078 07	231 39	251 85	....	....	144 91	....	738 33	41 64	....	....	262 50	175 00	3,692 30
Johnstown	8,097 02	136 64	529 67	316 89	3 44	208 49	....	1,830 99	641 41	....	....	797 60	200 00	12,622 07
Mayfield	2,741 97	226 89	179 09	....	21 20	69 78	68 40	1,001 22	....	....	....	445 00	150 00	4,587 06
Northampton	2,138 61	....	477 20	279 78	4 06	50 00	....	957 45	10 03	....	....	415 70	200 00	4,528 77
Opperheim	3,316 47	115 27	975 53	502 37	885 12	527 77	86 39	547 45	300 09	....	....	666 00	250 00	7,085 68
Perth	2,002 81	66 51	177 87	....	72 13	64 80	....	753 23	141 30	....	....	462 00	65 00	3,667 01
Stratford	1,334 62	22 84	325 44	89 29	21 08	11 53	13 47	111 13	227 35	33 69	321 00	231 00	90 00	2,741 36
Totals	$28,119 71	$1,208 22	$3,418 31	$1,401 35	$1,230 96	$1,378 22	$324 15	$7,905 38	$1,749 21	$216 89	$340 50	$4,390 41	$1,515 00	$50,218 09

GENESEE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Alabama	$4,532 73	$609 58	$192 86	$260 54	$578 14	$104 34	$73 26	$472 10	$73 30	....	....	$630 00	$125 00	$6,390 87
Alexander	3,369 63	1,239 68	1,160 44	654 02	162 27	307 28	....	510 23	20 04	$129 70	....	510 86	125 00	6,657 50
Batavia	6,269 91	1,994 74	125 38	....	1,427 15	656 32	....	943 78	139 09	631 99	....	1,078 00	270 00	9,482 48
Bergen	4,173 00	683 62	422 09	....	123 95	1,083 70	121 12	208 41	49 77	211 01	....	559 75	150 00	6,646 72
Bethany	4,550 23	74 85	1,236 91	....	229 73	25 02	129 68	828 45	9 73	62 65	....	630 00	80 00	7,360 34
Byron	4,111 98	420 54	511 50	251 00	73 77	25 17	215 95	417 33	278 02	....	....	794 00	70 00	6,459 00
Darien	5,261 60	932 59	415 09	....	167 83	186 99	....	1,117 30	241 12	85 47	....	616 87	157 44	7,996 41
Elba	3,664 77	1,013 25	360 86	1,620 81	11 19	339 64	....	354 72	34 82	40 76	....	703 50	110 00	7,189 12
Le Roy	4,956 61	1,544 75	105 67	....	629 34	345 14	413 91	640 82	6 00	198 26	....	717 50	100 00	6,871 74
Oakfield	2,723 28	939 61	28 78	471 16	8 12	460 87	23	292 95	....	207 05	....	561 75	120 00	4,658 79
Pavilion	5,043 92	1,226 97	306 23	....	645 13	279 39	29 64	629 40	13 64	112 05	....	702 00	120 00	7,094 58
Pembroke	4,423 83	286 44	494 68	1,731 07	....	690 25	....	444 20	5 00	....	....	641 42	100 00	8,530 45
Stafford	3,835 15	743 80	707 89	....	123 76	179 08	120 92	702 45	8 45	43 79	....	779 00	150 00	6,362 02
Totals	$56,916 64	$11,710 42	$6,068 38	$4,988 60	$4,180 38	$4,683 19	$1,104 71	$7,562 14	$878 98	$1,722 73	....	$8,924 65	$1,777 44	$91,700 02

GREENE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Ashland	$995 77	$325 34	$41 80	$151 74	$19 35	$23 08	$2 98	$21 04	$30 00	$3 96	....	$260 00	$45 00	$1,568 43
Athens	2,380 26	19 74	239 24	210 50	....	256 75	....	337 11	46 35	....	....	375 00	40 00	3,885 21
Cairo	2,714 54	85 61	492 50	....	18 54	97 28	18 08	166 20	171 00	....	....	861 00	125 00	4,627 52
Catskill	8,428 42	1,845 41	1,679 16	13 95	1,085 71	214 21	10 63	567 39	42 19	5 67	....	959 00	275 00	12,179 32
Coxsackie	3,939 90	....	488 88	....	....	245 95	91 36	376 71	....	....	....	639 00	136 00	5,826 44
Durham	5,804 43	277 26	800 00	....	....	100 00	....	987 98	378 12	....	....	574 50	81 50	8,726 53
Greenville	3,368 30	236 30	277 29	....	112 00	32 70	8 95	1,180 09	50 90	4 56	....	540 00	100 00	5,549 28
Halcott	999 96	04	63 77	120 52	57 52	29 18	20 82	20 14	70 55	48 01	....	260 35	25 00	1,589 47
Hunter	8,433 21	93 38	685 40	169 98	59 60	122 54	7 89	897 75	257 86	74 79	....	910 00	125 00	11,601 74
Jewett	3,688 46	7 62	675 66	562 59	....	66 45	....	159 82	18 75	....	....	432 00	120 00	5,723 73
Lexington	4,043 93	594 46	480 97	....	48 98	126 63	16 26	228 65	14 31	....	....	472 50	125 00	5,491 99
New Baltimore	4,485 91	316 24	237 39	200 00	171 74	59 91	140 09	1,208 70	....	....	....	591 00	60 00	6,842 91
Prattsville	1,288 36	124 76	124 10	....	7 30	46 88	5 25	55 77	21 00	1 18	....	319 75	55 00	1,910 86
Windham	2,501 28	423 72	442 56	772 40	....	22 00	3 00	92 18	44 70	12 12	....	541 75	100 00	4,516 87
Totals	$53,072 73	$4,349 88	$6,728 72	$2,201 68	$1,580 74	$1,443 56	$325 31	$6,299 53	$1,145 73	$150 29	....	$7,735 85	$1,412 50	$80,040 30

HAMILTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Arietta	$5,199 00	$76 00	$311 91	$1,006 98	$1,970 11	$401 67	$93 33	$1,509 25	$792 25	$420 78	....	$1,238 00	$325 00	$10,784 06
Benson	1,923 02	86 96	200 00	....	....	192 22	....	322 90	52 30	....	....	641 00	200 00	3,531 44
Hope	1,165 90	10	110 07	....	....	30 00	....	248 33	71 31	....	....	337 50	80 00	2,043 11
Indian Lake	5,862 16	59 90	2,060 00	750 00	....	639 44	....	1,077 10	343 05	....	$50 00	1,035 00	450 00	12,266 75
Inlet	2,772 75	650 33	2 50	....	82 50	171 56	29 24	77 50	247 21	....	....	347 12	95 00	3,713 64
Lake Pleasant	4,075 86	578 01	286 74	....	22 19	173 92	26 08	615 46	749 80	55 59	....	507 00	225 00	6,633 78
Long Lake	7,596 29	36 62	1,422 38	....	54 24	385 28	209 14	991 25	1,199 43	....	....	1,707 60	450 00	13,752 23
Morehouse	3,101 67	69 76	135 98	....	64 02	184 90	167 10	602 73	114 47	82 80	....	357 00	160 00	4,656 75
Wells	3,245 23	462 47	104 99	....	95 01	376 42	123 58	285 79	72 45	41 76	....	615 00	225 00	4,924 88
Totals	$34,941 88	$2,020 15	$4,634 57	$1,756 98	$2,288 07	$2,555 41	$648 47	$5,730 31	$3,642 27	$600 93	$50 00	$6,785 22	$2,210 00	$62,306 64

HERKIMER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Columbia	$2,525 90	$362 88	$21 60	....	$82 96	$71 24	$28 76	$41 50	$76 41	$32 09	....	$438 50	$65 00	$3,240 15
Danube	2,175 62	141 54	747 19	$175 00	152 81	90 89	....	561 77	31 45	....	....	569 25	79 32	4,430 49
Fairfield	2,118 20	1,732 66	92 61	....	7 39	108 20	....	203 56	16 70	....	....	435 00	62 72	3,036 99
Frankfort	4,708 53	793 91	55 53	778 66	1,392 31	310 67	255 46	150 61	895 24	520 11	$113 50	705 00	75 24	7,792 98
German Flats	4,620 45	256 80	983 32	....	32 73	142 01	52 99	796 06	225 09	....	....	873 00	193 00	7,832 93
Herkimer	3,928 04	211 23	2,913 95	....	....	411 24	28 24	545 54	40 96	22 39	....	864 50	175 00	8,879 23
Litchfield	2,964 29	589 88	....	....	25 00	257 37	....	49 50	8 31	51 99	....	444 00	50 00	3,773 47
Little Falls	2,993 22	....	105 66	....	184 25	72 08	....	763 70	14 92	....	....	636 00	150 00	4,735 58
Manheim	5,565 55	254 54	963 25	4,053 91	....	461 09	....	1,035 50	37 86	106 74	....	743 11	250 00	13,110 27
Newport	2,633 88	52 35	660 73	....	....	85 03	3 94	110 13	11 05	31 54	....	584 86	65 00	4,150 68
Norway	2,143 83	299 88	84 54	....	....	81 75	....	....	....	....	....	393 50	42 00	2,745 62
Ohio	891 98	82 85	271 17	....	....	50 00	....	176 87	9 00	....	....	246 00	40 00	1,685 02
Russia	4,022 03	169 07	583 16	2,100 00	....	139 16	1 84	565 67	111 32	....	....	407 50	143 75	8,072 59
Salisbury	4,494 62	....	699 90	....	20 35	408 86	3 22	....	491 80	....	....	733 65	150 00	6,978 83
Schuyler	1,593 09	2,433 63	341 29	....	808 72	90 63	200 73	301 64	14 48	145 05	....	721 00	33 41	3,095 54
Stark	1,285 30	970 63	159 95	345 72	....	97 69	1 72	5 75	52 41	....	....	355 74	28 00	2,330 56
Warren	2,492 12	789 57	20 50	....	454 50	192 81	20 87	12 60	69 00	106 04	....	384 00	49 00	3,220 03
Webb	4,215 66	432 32	561 24	474 40	17 17	478 75	61 88	602 10	122 00	68 07	....	738 84	240 00	7,432 99
Wilmurt	1,920 79	570 04	1,174 18	....	125 82	633 11	66 89	335 75	36 70	240 92	....	599 00	100 00	4,799 53
Winfield	2,647 98	12 02	282 72	....	67 28	93 91	42 56	91 25	25 28	163 33	....	493 50	65 00	3,699 64
Totals	$59,941 08	$10,155 80	$10,722 49	$7,927 69	$3,371 29	$4,276 49	$769 10	$6,349 50	$2,289 98	$1,488 27	$113 50	$11,365 95	$2,056 44	$105,043 12

JEFFERSON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Adams	$5,287 73	$914 82	$403 15	$403 09	$806 16	$267 39	$195 36	$451 96	$217 60	$214 24		$853 00	$140 00	$8,023 92
Alexandria	6,129 85	437 86	528 25	95 00	74 63	523 63		136 50	156 36	647 39		973 70	229 36	8,772 65
Antwerp	5,966 19	240 58	151 20	1,042 52	6 28	187 42	20 12	402 10	146 67	12 03		681 83	154 57	8,732 50
Brownsville	3,277 43	328 90	540 11	352 43		63 19	61 81	275 41		124 59		612 50	140 00	5,261 07
Cape Vincent	3,685 77	1,789 94	899 04	788 01	147 68	424 76	75 24	385 16	12 60	350 46		637 00	126 91	6,959 25
Champain	3,262 07	113 30	115 28	306 80	77 92	83 40	16 60	1,208 95	122 69			578 95	300 00	5,978 14
Clayton	6,412 11	31 63	266 84	1,453 79	38 06	224 36	2 56	504 03	148 40	58 47		825 00	200 00	10,034 53
Ellisburg	7,545 70	869 55	1,754 14	22,097 43	1,926 87	200 00		2,016 38				712 00	175 00	34,500 65
Henderson	3,209 51	1 23	152 92	18 79	258 12	390 98	18 60	457 46	57 11			518 00	60 00	4,864 77
Hounsfield	2,895 09	688 97	764 49	93 01		182 77	98	425 37	85 63			652 00	98 93	5,197 29
Le Roy	4,393 15	440 27	491 82		306 39	293 08	16 90	572 68	143 27			519 09	100 00	6,513 09
Loraine	2,278 38	265 43	356 94	3,301 13		80 09	85 49	1,727 17	32 59	2 96		563 47	75 00	8,414 77
Lyme	3,245 91	912 72	854 72	257 00	25 00	124 83		154 15	202 00			663 50	230 00	5,732 11
Orleans	3,731 72	1,067 58	1,735 04	403 35	5 06	554 83		268 68	200 00	10 70		691 27	90 00	7,674 89
Pamelia	2,576 74	90 76	200 00			147 57		322 91				314 73	125 00	3,686 95
Philadelphia	3,127 69	23 88	79 35	6,368 92	1,893 59	100 00		428 00				605 15	125 00	10,834 11
Rodman	3,061 48	135 91	334 54	850 00		259 19		1,111 89	711 13			748 75	85 00	7,161 98
Rutland	4,147 28	104 33	89 70	1,645 64		387 67		45 60	54 40			717 50	125 00	7,212 79
Theresa	5,306 63	123 11	181 46	754 79	238 75	285 35	14 65	377 50	52 50	119 65		662 84	219 80	7,840 87
Watertown	3,335 45	1,850 12	116 42	273 55	85 11	440 08	59 92	529 62	67 38	168 64		738 50	100 00	5,601 00
Wilna	6,772 62	240 67	359 54	1,278 63	436 83	650 00		1,254 31	1,781 23	74 91		1,078 03	450 00	13,624 36
North	1,547 45	117 17	215 98		45 25	137 92			103 02			281 99	24 00	2,310 36
Totals	$91,195 95	$10,788 73	$10,590 93	$41,783 88	$6,371 70	$6,008 51	$568 23	$13,055 83	$4,294 58	$1,784 04		$14,628 80	$3,373 57	$184,932 05

LEWIS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Croghan	$7,722 94	$1,101 83	$1,947 58	$1,267 44	$315 32	$764 33	$13 10	$621 44	$166 86	$254 00	$100 00	$850 50	$500 00	$13,941 09
Denmark	4,131 39	508 49	325 25	250 00	517 57	529 57	16 28	831 32	576 82			609 00	66 44	7,319 79
Diana	5,208 94		863 92			165 06		1,000 00	368 10	8 90		786 36	202 12	8,594 50
Greig	2,044 48	247 66	200 00			187 30	12 70	68 80	471 65	15 65		382 45	40 08	3,394 76
Harrisburg	3,188 91	1,032 26	1,123 62	459 67	66 71	480 40			354 40	150 62		549 00	58 00	6,214 00
High Market	2,219 56	53 43	247 69		161 99	85 49		512 48	83 89	36 67		387 50	70 00	3,606 61
Lewis	2,301 31	121 25	324 61			203 13			62 41	209 92		340 00	53 45	3,284 91
Leyden	3,632 59	145 75	220 57		150 00	400 00	100 00		135 37			614 68	94 24	5,097 45
Lawville	4,162 54	418 02	538 90	916 10		615 20		180 95	93 75			754 15	250 00	7,511 59
Lyonsdale	2,409 40	1,088 73	613 90	328 58	62	114 70		82 38	446 82			543 00	55 00	4,593 78
Martinsburg	4,255 56	1,342 39	48 85	229 55	778 06	302 31	110 97	136 89	131 63	1,254 93		648 48	63 81	5,817 08
Montague	2,551 82	125 29	650 13	750 00	12 86	140 65	9 35	4 20	541 10			484 50	46 38	5,168 78
New Bremen	3,766 12	259 43	848 90	286 28	9 42	105 40			206 12			518 00	67 00	5,797 82
Osceola	2,479 60	234 91	232 66		17 34	412 65	38 64	479 16	315 31	21 03		446 51	70 00	4,435 89
Pinckney	3,323 13	77 43	308 97	82 25	83 05	207 72		21 60	148 72	491 28		551 00	54 36	4,697 75
Turin	2,314 42	442 22	395 67	981 04	345 46	1,743 34	35 87	11 90	16 42	409 28		404 47	57 08	5,924 34
Watson	2,140 58	38 20	115 35	1,013 90		75 64		449 29	91 58			448 76	105 00	4,440 10
West Turin	4,644 70	30 00	472 40	1,414 04		533 23		57 10	1,076 46	28 58		925 11	140 00	9,263 04
Totals	$62,497 99	$7,267 29	$9,478 97	$7,978 85	$2,458 40	$7,066 12	$336 91	$4,457 51	$5,287 41	$2,880 86	$100 00	$10,243 47	$1,992 96	$109,103 28

LIVINGSTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Avon	$5,196 04	$234 96	$123 88	$158 57	$15 42	$287 36	$7 36	$321 00	$87 38	$2 06	....	$968 16	$250 00	$7,392 39
Calendonia	4,615 88	116 80	245 26	....	114 14	193 87	79 42	706 60	447 70	96 80	....	884 25	93 00	7,186 56
Conesus	3,048 04	11 96	76 62	677 51	....	114 00	....	122 89	223 50	18 03	....	635 70	95 00	4,993 26
Geneseo	4,270 77	2,033 68	808 47	397 08	38 49	348 18	12 21	237 45	1,461 84	247 00	....	1,125 00	375 00	9,023 79
Groveland	4,548 72	58 04	485 40	....	135 66	251 42	25 87	248 32	470 34	20 16	....	792 00	105 00	6,901 20
Leicester	4,766 96	155 46	1,103 91	....	25 18	397 59	242 89	269 40	44 10	8 91	....	595 00	130 00	7,306 96
Lima	3,796 37	146 53	448 45	....	283 30	380 17	....	480 14	23 80	....	....	630 75	130 00	5,889 68
Livonia	6,034 15	490 85	300 00	....	....	508 40	....	763 74	153 40	....	....	1,052 25	225 00	9,036 94
Mt. Morris	6,268 80	26 18	632 10	....	127 17	240 21	59 79	338 45	75 85	8 71	....	856 00	175 00	8,586 41
North Dansville	1,238 35	101 14	305 40	....	199 21	321 75	3 25	38 40	....	18 44	....	395 12	225 00	2,524 02
Nunda	4,418 74	378 90	544 80	....	628 87	143 70	137 02	243 03	71 25	33 88	....	642 50	225 00	6,289 02
Ossian	2,851 64	415 34	129 97	....	286 55	74 02	82 28	138 03	43 80	136 94	....	498 00	100 00	3,835 46
Portage	3,869 71	752 64	528 02	....	39 61	226 60	25 08	391 27	201 92	296 71	....	702 00	178 00	6,097 52
Sparta	4,043 34	772 02	35 00	....	554 83	122 95	62 58	286 30	226 47	356 62	....	552 00	160 00	5,426 06
Springwater	8,176 35	1,175 81	234 09	140 00	14	499 76	24	720 68	284 80	19 11	....	1,000 00	165 00	11,220 68
West Sparta	3,123 47	139 45	307 16	....	1 27	398 14	32 51	304 56	129 80	265 24	....	547 70	96 00	4,905 83
York	3,533 76	370 96	381 36	....	1,018 64	191 01	94 29	473 55	714 60	940 27	....	644 00	160 00	6,098 28
Totals	$73,801 09	$7,380 72	$6,689 89	$1,373 16	$3,468 48	$4,699 13	$864 79	$6,083 81	$4,660 55	$2,468 88	....	$12,520 43	$2,886 00	$112,714 06

MADISON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Brookfield	$5,051 36	$690 00	$150 74	$1,433 13	....	$1,053 60	....	$118 59	$128 72	$11 16	....	$1,223 80	$95 00	$9,254 94
Cazenovia	4,787 71	652 24	354 44	....	$251 78	845 10	$8 53	110 38	173 37	22 19	....	1,257 00	72 71	7,600 71
De Ruyter	2,055 71	350 14	428 77	....	213 74	174 42	....	215 97	8 62	....	....	475 50	75 00	3,433 99
Eaton	4,483 77	446 64	754 13	....	15 57	169 93	....	231 28	33 00	....	....	777 00	51 32	6,500 43
Fenner	3,434 67	400 01	239 09	....	77 57	170 70	2 71	54 06	313 16	38 24	....	662 20	52 50	4,926 38
Georgetown	2,437 04	444 52	292 60	394 77	265 65	100 04	....	24 27	83 45	....	....	415 00	53 12	3,800 29
Hamilton	4,488 21	228 88	377 88	....	131 83	147 64	7 12	283 45	99 27	7 18	....	663 00	61 00	6,120 45
Lebanon	4,139 73	136 96	295 40	540 84	288 12	188 59	31 41	305 59	....	146 61	....	800 00	85 00	6,355 15
Lenox	1,930 71	886 25	169 79	....	330 21	507 53	....	113 17	141 19	83 77	....	483 00	45 00	3,390 39
Lincoln	2,302 13	407 48	84 75	....	654 75	24 40	5 00	54 40	54 79	42 74	....	634 99	26 00	3,181 46
Madison	3,402 05	410 34	27 37	73 05	160 82	285 08	....	41 25	242 48	64 30	....	642 41	140 00	4,853 69
Nelson	2,704 30	578 28	127 05	264 83	8 12	58 87	41 13	27 80	8 60	73 00	....	609 45	70 00	3,870 90
Smithfield	2,164 76	281 59	1,000 00	....	....	69 48	....	243 87	100 00	....	....	665 50	26 08	4,269 69
Stockbridge	2,871 26	141 32	234 68	....	152 31	289 96	210 04	126 88	27 00	106 24	....	630 00	54 69	4,234 47
Sullivan	5,416 05	845 97	885 20	6,104 50	1,048 79	106 48	105 51	123 42	112 85	12 89	....	846 00	125 00	13,719 50
Oneida	3,081 33	585 01	319 88	....	1,180 12	460 67	39 33	233 47	....	166 53	....	705 00	30 00	4,830 35
Totals	$54,750 79	$7,655 63	$5,741 77	$8,811 12	$4,779 38	$4,652 49	$450 78	$2,307 85	$1,526 50	$774 85	....	$11,489 85	$1,062 42	$90,342 79

MONROE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Brighton	$4,056 12	$89 04	$166 47	$1,047 73	$19 36	$42 69	$100 66	$250 12	$86 45	$256 43	....	$711 00	$75 00	$6,435 58
Chili	3,048 62	1,559 84	480 91	400 00	737 08	340 73	....	445 80	....	....	....	762 00	100 00	5,578 06
Clarkson	1,907 00	614 97	364 40	....	358 93	59 71	229 69	99 40	....	630 60	....	346 50	115 00	2,892 01
Gates	5,903 79	184 85	....	....	105 76	269 94	40 58	120 70	....	27 30	....	576 50	140 45	7,011 38
Greece	12,289 53	3,123 49	879 89	3,328 15	265 99	480 74	19 34	314 23	1,111 55	248 09	$100 00	876 03	274 00	19,654 12
Hamlin	7,130 11	82 48	1,475 72	....	....	147 70	....	150 54	349 46	....	....	663 00	213 50	10,130 03
Henrietta	4,108 61	1,353 56	36 00	260 09	729 63	82 10	43 60	637 55	54 35	34 30	....	832 00	60 00	6,070 70
Irondequoit	4,167 97	3,519 94	17 32	....	782 68	204 71	328 33	164 25	....	726 75	....	847 00	110 00	5,511 25
Mendon	5,485 20	165 58	107 03	33 79	281 01	120 59	....	321 48	51 70	101 87	....	1,215 75	145 75	7,481 29
Ogden	6,685 06	....	351 19	....	36 83	681 88	1 23	257 50	140 38	585 16	....	935 40	126 00	9,177 41
Parma	8,520 19	45 31	626 90	....	....	634 00	51 00	95 50	136 78	787 72	....	607 00	200 00	10,820 37
Penfield	5,263 37	2,077 96	220 12	....	969 88	190 85	22 03	137 20	53 03	675 99	....	794 00	45 00	6,703 57
Perinton	4,090 74	119 22	450 25	....	....	190 92	....	340 60	304 16	96 10	....	588 00	65 00	6,029 67
Pittsford	2,450 88	549 12	79 74	30 04	414 86	23 35	149 15	456 55	10 00	....	....	568 00	100 00	3,718 56
Riga	5,841 67	430 90	5 00	357 83	88 61	404 42	307 64	677 88	157 72	663 85	....	892 00	135 00	8,471 52
Rush	4,751 40	252 53	670 76	....	79 86	206 01	....	336 53	32 13	19 56	....	758 60	16 00	6,771 43
Sweden	3,009 96	731 19	133 30	....	186 57	219 09	176 96	234 57	14 82	243 12	....	527 00	125 00	4,263 74
Webster	4,147 68	743 32	580 80	1,519 20	....	189 95	10 05	....	1,580 20	....	....	591 26	99 00	8,708 09
Wheatland	4,355 92	846 21	997 42	....	187 54	142 77	24 52	336 55	233 63	19 37	....	1,025 00	150 00	7,241 29
Totals	$97,213 82	$16,489 51	$7,643 22	$6,976 83	$5,244 59	$4,632 15	$1,504 78	$5,376 95	$4,316 36	$5,116 21	$100 00	$14,116 04	$2,294 70	$142,670 07

MONTGOMERY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Amsterdam	$5,163 26	$3,257 94	$219 57	....	$1,171 34	$164 10	$309 64	$1,000 00	$93 15	$697 85	....	$672 00	$45 00	$7,357 08
Canajoharie	3,337 39	973 02	1,366 86	....	384 36	193 96	203 37	979 83	9 54	....	....	664 24	25 00	6,576 82
Charleston	2,088 15	616 38	269 93	$62 20	172 97	395 20	104 80	763 86	58 67	....	....	354 75	59 00	4,051 76
Florida	2,685 19	1,023 82	447 49	7,605 44	769 85	113 05	90 12	846 66	18 34	47 57	....	607 75	....	12,323 92
Glen	2,689 77	727 05	768 87	....	....	138 44	5 05	737 13	528 20	....	$710 20	620 00	....	6,192 61
Minden	4,935 71	566 16	1,222 92	....	77 08	1,412 81	87 19	1,439 13	128 65	62 58	....	924 95	325 00	10,389 17
Mohawk	4,042 96	1,186 06	1,438 96	2,441 07	676 03	617 69	51 94	1,069 79	747 69	220 07	....	1,148 00	200 00	11,706 16
Palatine	4,251 31	564 20	839 04	87 27	141 87	383 43	116 57	997 46	311 61	190 93	....	1,132 00	116 00	8,118 12
Root	1,338 64	2,111 72	795 41	....	144 92	512 04	....	1,047 79	15 85	....	....	273 00	....	3,982 73
St. Johnsville	2,846 82	529 63	549 01	....	150 99	281 43	18 57	346 40	173 95	....	....	612 59	275 00	5,085 20
Totals	$33,379 20	$11,555 98	$7,918 06	$10,195 98	$3,689 41	$4,212 15	$987 25	$9,228 05	$2,085 65	$1,219 00	$710 20	$7,009 28	$1,045 00	$75,783 57

NASSAU COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Hempstead..........	$41,508 74	$16,890 17	$1,149 27	....	$4,334 91	$649 55	$165 75	$1,683 20	....	$2,105 25	$1,056 96	$3,620 60	$850 00	$50,518 32
North Hempstead....	29,830 19	8,225 10	413 16	....	2,251 40	303 65	1,236 53	1,419 81	$1,167 06	1,524 44	....	3,000 00	1,050 00	37,183 87
Oyster Bay..........	24,935 85	2,771 93	932 95	....	148 33	6 60	328 07	1,323 20	3 50	36 83	....	3,225 00	1,050 00	31,477 10
Totals..........	$96,274 78	$27,887 20	$2,495 38	....	$6,734 64	$959 80	$1,730 35	$4,426 21	$1,170 56	$3,666 52	$1,056 96	$9,845 60	$2,950 00	$119,179 29

NIAGARA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Cambria	$4,164 70	$569 99	$220 08	....	$59 68	$389 93	$18 07	$201 81	$28 64	$229 00	....	$662 00	$200 00	$5,867 16
Hartland	5,057 28	512 73	1,270 56	$175 00	108 42	386 53	....	87 13	37 78	231 94	....	612 00	150 00	7,776 28
Lewiston	5,892 15	172 24	422 25	....	260 77	337 71	12 29	115 86	19 30	244 39	....	790 00	200 00	7,777 27
Lockport	4,734 11	507 44	863 98	....	21 07	121 86	347 47	253 80	155 20	117 20	....	687 00	185 00	7,000 95
Newfame	7,265 45	234 55	953 89	404 11	....	478 71	....	128 03	365 55	56 67	....	661 50	200 00	10,457 24
Niagara	640 52	1,656 95	3,217 04	....	39 56	26 98	47 08	41 82	22 88	65 66	....	211 00	125 00	4,285 24
Pendleton	1,541 02	1,098 52	213 97	....	712 59	60 17	58 83	102 40	1 35	220 35	....	378 00	140 00	2,436 91
Porter	5,197 47	57 39	665 45	....	304 28	234 62	5 46	267 70	447 87	149 56	....	894 90	215 00	7,923 01
Royalton	6,085 34	54 92	1,347 67	1,093 25	15 52	547 94	1 15	582 88	911 26	18 78	....	801 00	200 00	11,569 34
Summerset	4,237 29	184 75	1,029 31	....	11 91	545 05	16 39	97 17	214 00	7 48	....	547 00	150 00	6,819 82
Wheatfield	3,114 67	449 42	383 85	....	63 65	201 46	54 89	140 35	9 60	212 90	....	303 40	120 00	4,273 33
Wilson	4,301 17	2,245 61	428 02	....	724 88	135 32	111 73	237 80	215 00	197 20	....	635 00	275 00	6,227 31
Totals	$52,231 17	$7,744 51	$11,016 07	$1,672 36	$2,322 33	$3,466 28	$673 36	$2,256 75	$2,428 43	$1,751 13	....	$7,182 80	$2,160 00	$82,413 86

ONEIDA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Annsville	$3,000 00		$242 09		$0 97	$40 00		$62 37	$166 99			$732 32	$35 00	$4,278 77
Augusta	2,874 97	$198 75	95 64		54 36	36 40	$13 60		97 38			334 80	25 00	3,464 19
Ava	2,004 15	155 56	174 14	$150 85	353 28	50 11	53 07	925 20	20 90	$6 68		375 00		3,700 35
Boonville	3,832 05		835 17		123 94	70 66	34 41		105 05	227 95		711 00	63 32	5,617 25
Bridgewater	1,638 66	19 67	180 33		100 00	141 68	15 32	47 20	35 95	23 59		336 00	30 00	2,409 82
Camden	3,798 46		562 47			165 57		33 65	125 24	33 14		538 50	90 00	5,313 89
Deerfield	2,196 26	68 20	199 31	795 17		85 75		165 72				564 00		4,006 21
Florence	1,448 22	139 05	406 67	79 42		60 01		145 00	124 55			527 50	26 00	2,817 37
Floyd	1,071 80	1,998 24	23 00		91 32	129 50		602 76	79 50	77 82		205 00	10 00	2,121 56
Forestport	1,581 08	959 55	71 71		241 09		103 60	163 60	102 20	89 12		560 17	67 24	2,546 00
Kirkland	4,970 74	811 40	1,774 44	725 46		158 80		591 67	12 00			592 50	80 72	8,906 33
Lee	3,016 27		182 79			100 00		454 65	30 00			376 00	50 00	4,209 71
Marcy	2,477 93	219 41	225 55		24 45	92 55				57 85		345 00	75 00	3,216 03
Marshall	3,406 42	300 43	182 18		208 21	166 15	83 85	139 47	38 62	16 16		551 00	15 00	4,498 84
New Hartford	4,599 53	127 83	613 78			175 68		322 59	32 25			658 00	85 00	6,486 83
Paris	2,788 88	211 12	237 26		39 22	408 55		200 67	52 58			585 00		4,272 94
Remsen	2,743 98	232 34	416 64	600 00	128 38	120 25		41 20				403 84	32 00	4,357 91
Rome	7,646 32	1,013 76	2,093 29	9,456 50	1,456 24							1,093 00		20,289 11
Sangerfield	3,445 34		884 04		27 06	214 08	14 89	520 77				609 00	48 07	5,721 30
Steuben	2,525 81	182 53	103 74		296 26	38 32			13 32	65 68		418 00	37 49	3,136 68
Trenton	5,498 07	280 41	750 86		49 14	245 95	54 05	775 34	95 11			994 50	169 00	8,528 83
Vernon	2,479 51	1,425 76	1,384 91	1,207 14	407 95	144 43	119 74	260 00	7 90	229 63		861 00	100 00	6,444 89
Verona	8,353 86	499 03	983 84		216 16	189 34	4 66	840 62	54 00	3 83		1,204 00	300 00	11,925 66
Vienna	3,719 84	307 57	660 34	2,964 24		100 00			69 72	30 28		684 00	84 65	8,282 79
Western	3,060 51	04	482 29	183 00	18 63	70 90	14 20	39 87	104 50	267 63		514 50	24 61	4,480 18
Westmoreland	2,329 59	1,816 42	379 83		120 17	75 89		53 31	100 89	95 80		445 32	49 21	3,434 04
Whitestown	6,107 99	117 42	438 93		161 07	181 65		282 69		227 31		628 00	200 00	7,839 26
Totals	$92,616 24	$11,084 49	$14,585 24	$16,161 78	$4,117 90	$3,262 22	$511 39	$6,668 35	$1,468 65	$1,452 47		$15,846 95	$1,697 31	$152,306 74

ONONDAGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Camillus	$7,502 75	$99 59	$245 15	$1,000 00	$191 85	$348 76	$186 40	$261 24	$21 00	$455 86	....	$1,390 00	$225 00	$10,993 90
Cicero	4,653 48	....	26 87	6,374 77	74 86	419 46	56 43	424 97	302 90	2 14	....	1,160 00	100 00	13,462 45
Clay	3,872 46	1,228 67	72 17	....	792 14	134 77	107 14	465 89	34 88	46 64	....	824 00	85 00	5,489 17
Dewitt	6,000 78	1,152 84	136 46	700 16	833 20	512 65	86 30	246 33	1,404 96	68 38	....	1,420 00	225 00	10,646 34
Elbridge	3,885 96	418 77	266 51	2,264 07	106 72	226 03	....	400 82	204 28	28 46	....	884 00	200 00	8,331 67
Fabius	3,445 25	123 78	149 87	697 18	146 17	123 00	35 42	177 47	103 66	159 62	....	720 00	97 96	5,514 39
Geddes	3,026 18	124 81	23 35	....	2,281 98	143 05	149 15	43 86	48 12	168 09	....	693 00	77 00	4,054 56
Lafayette	2,326 33	2,117 73	231 34	....	....	100 00	....	100 97	35 19	....	....	381 00	60 00	3,234 83
Lysander	3,891 75	1,378 58	295 02	646 49	708 48	378 03	121 97	622 71	46 55	43 19	....	868 00	220 00	6,968 55
Manlius	5,770 33	1,968 70	440 50	....	578 99	397 80	2 20	192 75	142 00	65 25	....	897 00	225 00	8,065 38
Marcellus	6,664 34	2,596 96	703 97	....	702 35	965 05	53 26	110 79	115 74	74 21	....	723 00	95 00	9,377 89
Onondaga	10,034 07	147 15	435 66	651 29	413 05	348 79	187 20	501 53	37 83	....	....	948 00	175 20	13,132 37
Otisco	2,367 84	560 16	72 88	....	49 36	81 44	46 07	21 08	6 23	112 52	....	489 00	150 00	3,188 47
Pompey	4,293 95	648 68	558 04	....	4 20	119 83	54 96	34 80	60 72	4 48	....	698 00	87 34	5,852 68
Salina	4,016 04	1,114 85	33 48	....	566 52	153 50	46 50	104 73	9 40	81 66	....	807 00	200 00	5,324 15
Skaneateles	4,481 63	1,597 01	443 99	....	8 13	285 54	14 46	292 33	118 52	6 93	....	854 13	150 00	6,626 14
Spafford	2,440 35	721 81	40 05	....	385 96	333 92	....	145 20	1 35	....	....	468 50	....	3,429 37
Tully	3,759 64	208 59	49 76	....	168 58	189 36	....	169 99	81 86	202 37	....	641 90	125 00	5,017 51
Van Buren	5,091 71	686 72	82 02	....	462 17	399 95	05	423 01	182 77	175 54	....	860 00	175 00	7,214 46
Totals	$87,524 84	$16,895 40	$4,307 09	$12,333 96	$8,474 71	$5,660 93	$1,147 51	$4,740 47	$2,957 96	$1,695 12	....	$15,726 53	$2,672 50	$135,924 28

ONTARIO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Bristol	$3,247 66	$472 32	$430 30			$240 38		$300 10	$4 10	$15 66		$557 17	$60 00	$4,839 71
Canadice	3,175 69	431 10	167 45		$259 54	463 41		347 41	37 20			502 50	40 00	4,733 66
Canandaigua	10,510 61	1,360 90	1,622 08	$940 55	541 98	1,855 93	$80 31	1,303 94	163 85			934 55	195 00	17,526 51
East Bloomfield	5,030 24	560 72	682 46		122 07	481 72	75 99	479 06		154 02		789 35	105 00	7,567 83
Farmington	4,142 08	828 21	323 91		432 38	21 23	108 20	484 85			$60 00	505 50	60 00	5,597 57
Geneva	3,447 94	282 51	79 49		27 63	336 49	78 71	289 11	23 57	79 26		700 80	60 00	4,937 40
Gorham	7,134 83	1,053 19	421 69	924 20	723 04	317 32	10 26	787 59	225 75	47 32		752 50	125 00	10,688 88
Hopewell	3,613 24	320 77	286 35		413 65	81 94	122 13	545 14	7 80	8 80		465 00	90 00	5,089 47
Manchester	6,637 63	1,882 22	279 71		470 29	570 84	6 36	490 15	22 53	584 12		660 31	125 00	8,786 17
Naples	3,066 23	685 63	661 10	612 43	147 34	706 50	16 58	488 54	120 48		78 60	664 50	100 00	6,498 38
Phelps	8,638 98	1,922 54	152 90		3,130 29	798 59	97 45	990 15	145 48	200 77		810 82	100 00	11,636 92
Richmond	3,714 02	543 13	170 79		79 97	793 94	7 16	324 30	396 58	16 80		522 35	120 00	6,041 98
Seneca	9,686 57	489 24	1,094 61		322 72	532 95	93 02	684 84	208 14	77 02		1,044 03	160 00	13,411 14
South Bristol	2,608 87	41 97	398 48	785 71		53 92	100 88	317 30	96 62	114 52		666 50	75 00	5,002 40
Victor	6,141 79	1,726 53	368 07		172 54	230 00	172 43	361 24	535 39	17 72		1,176 00	100 00	8,912 49
West Bloomfield	2,188 81	1,638 54	727 97	90 36	287 66	112 07	83 98	221 73		72 76		616 00	51 62	4,008 56
Totals	$82,985 19	$14,239 52	$7,867 36	$3,353 25	$7,131 10	$7,597 23	$1,053 46	$8,415 45	$1,987 49	$1,388 77	$138 60	$11,367 88	$1,566 62	$125,279 07

ORANGE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Blooming Grove	$3,383 77		$501 91			$98 78			$202 29		$402 40	$652 00	$75 00	$5,316 15
Chester	2,994 88	$153 35	202 64	$312 30	$148 46	13 75	$135 20	$396 85	27 00			408 00	35 00	4,390 42
Cornwall	3,852 33	265 59	198 81		314 23	55 46	23 54		28 00	$25 00		686 00	150 00	4,970 60
Crawford	5,129 89	5 25	204 75	195 20	43 70	117 01	83 34	581 16	12 00	449 84		358 00	55 00	6,653 01
Deerpark	5,021 20	333 41	546 35	226 11		112 59		74 81	169 57			664 00	105 00	6,919 63
Goshen	4,574 77	202 82	1,122 80			145 05		601 95				519 25	225 00	7,188 82
Greenville	2,757 56	330 44	134 85			87 18		84 83	6 00			504 00	63 00	3,637 42
Hamptonburgh	2,822 07	28 14	272 29			61 95		476 59				447 00	60 00	4,139 90
Highlands	2,377 98	335 53	30 10		286 84	15 00	10 86	65 16		137 09		251 45	83 00	2,822 69
Minisink	2,463 31	1 42	241 30		14 26	64 00		77 81	57 00	18 44		490 00	45 00	3,438 42
Monroe	2,131 32	118 68	142 84	2,107 32		202 86	37 28	263 38	49 86			540 00	85 00	5,522 58
Montgomery	3,277 56	539 16	319 31			154 65		829 65	101 88			956 00	275 00	5,914 05
Mount Hope	4,522 93	90 96	624 25		205 71	68 64			22 98	2 02		522 00	57 38	5,818 18
Newburgh	7,870 87	1,243 63	210 15	581 74	274 69	376 67	123 33	126 28	167 54	18 50		902 25	98 46	10,333 94
New Windsor	4,362 11	1,550 43	456 53			248 70		440 40	57 60			741 00	200 00	6,506 34
Tuxedo	10,219 83	2,309 63	179 89	2,053 86		1,690 25	23 06	209 92	1,000 00	532 03		695 00	300 00	16,348 75
Wallkill	7,048 93	1,576 39	751 78	361 47	576 22	338 09		224 40		16 60		1,072 00	86 25	9,882 92
Warwick	11,776 19	683 57	1,052 54	1,511 07		254 99		668 92	54 27			687 50	260 00	16,265 48
Wawayanda	3,426 63	196 14	1,376 99		28 40	16 10	3 90	145 06	9 00	23 61		488 00	47 00	5,508 78
Woodbury	5,620 43	146 11	277 02	131 91	7 59	140 76	44 24	197 51	100 00	277 16		160 00	80 00	6,707 63
Totals	$95,634 56	$10,110 65	$8,847 10	$7,480 98	$1,900 10	$4,262 48	$484 75	$5,464 66	$2,064 99	$1,500 29	$402 40	$11,743 45	$2,385 09	$138,285 71

ORLEANS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Albion	$4,159 93	$27 14	$343 42	....	$233 58	$320 36	$104 72	$213 30	$61 00	$97 30	....	$642 00	$138 66	$5,878 67
Barre	5,190 76	62 60	695 31	$442 79	578 85	241 77	96 48	780 91	85 40	398 64	....	743 15	110 20	8,290 29
Careton	4,375 39	199 36	1,382 11	....	133 74	377 33	188 16	83 71	47 25	522 54	....	720 00	125 00	7,110 79
Clarenden	3,420 69	295 64	204 76	220 15	328 54	310 71	....	459 85	98 14	138 44	....	580 47	100 00	5,394 77
Gaines	2,270 80	74 97	214 20	404 90	126 65	421 81	....	87 60	111 35	91 48	....	657 00	96 00	4 263 66
Kendall	3,018 55	166 08	338 15	....	138 97	191 42	16 78	116 04	3 40	62 08	....	735 00	80 00	4 482 56
Murray	6,518 13	618 83	485 58	....	477 15	395 97	204 03	723 73	283 50	220 23	....	811 25	185 00	9,403 16
Ridgeway	6,590 40	134 76	1,115 95	....	1 35	349 92	11 54	138 40	199 17	47 60	....	666 00	209 38	9,269 22
Shelby	3,485 60	277 17	750 27	....	200 61	74 50	69 10	210 88	14 60	393 69	....	811 60	128 22	5,475 67
Yates	4,014 63	339 55	1,083 09	575 00	118 80	594 97	246 25	274 80	41 90	33 30	....	519 00	130 00	7,233 39
Totals	$43,044 88	$2,196 10	$6,612 84	$1,642 84	$2,338 24	$3,278 76	$937 06	$3,089 22	$945 71	$2,005 30	....	$6,885 47	$1,302 46	$66,802 18

OSWEGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Albion	$2,615 42	$192 92	$517 54	....	....	$132 97	$25 03	$333 58	$29 80	....	....	$455 70	$56 00	$4,141 01
Amboy	1,672 26	8 00	206 04	....	$0 60	32 80	57 96	41 72	21 57	$38 21	....	360 31	35 00	2,369 70
Boylston	2,140 77	307 87	85 54	....	55 33	53 91	4 03	545 95	26 99	101 97	....	360 74	40 00	3,253 90
Constantia	2,442 16	282 98	221 14	....	....	50 00	....	235 41	31 88	....	....	480 38	70 00	3,530 97
Granby	3,202 42	124 69	420 91	$509 09	20 00	141 50	8 50	1,092 41	8 62	....	....	501 56	75 00	5,501 51
Hannibal	4,006 49	584 19	499 87	1,841 39	....	356 32	....	714 77	231 17	107 61	....	642 37	55 00	8,347 38
Hastings	3,003 98	374 12	842 79	168 36	....	85 57	....	166 89	96	56 37	....	572 70	70 00	4,911 25
Mexico	5,676 47	1,378 09	397 98	250 00	115 76	896 94	2 57	1,381 17	127 16	....	....	678 00	100 00	9,507 72
New Haven	4,316 77	58 38	399 68	....	32	349 65	1 35	154 45	90 32	36 39	....	600 90	84 45	5,996 22
Orwell	1,963 58	231 80	570 31	....	....	2 33	50 12	930 58	....	56 28	....	462 00	75 00	4,003 80
Oswego	5,159 44	56 41	589 61	....	15 31	469 81	30 28	752 10	3 00	9 04	....	544 00	110 00	7,627 96
Palermo	2,515 87	84 81	174 26	....	351 89	91 85	....	50 76	55 21	329 32	....	564 00	36 00	3,487 95
Parish	3,157 87	763 42	52 86	....	249 97	555 66	1 38	6 39	10 80	300 81	....	499 50	55 00	4,338 08
Redfield	2,007 55	246 90	423 12	....	76 88	55 19	....	50 04	35 44	12 32	....	395 29	60 00	3,026 63
Richland	3,833 98	1,654 05	1,781 01	....	203 87	791 15	....	991 45	39 87	03	....	535 00	107 00	8,079 46
Sandy Creek	3,444 88	223 41	788 66	350 00	207 13	165 63	34 37	582 33	10 75	47 37	....	404 00	95 00	5,841 25
Schroeppel	3,868 32	542 19	656 67	....	318 33	154 57	95 43	952 36	38 25	71 87	....	650 01	120 00	6,440 18
Scriba	4,277 46	690 18	193 85	155 03	451 93	393 49	58 67	1,698 22	56 85	66 88	....	651 00	125 00	7,550 90
Volney	3,187 57	938 06	631 20	....	269 31	146 35	....	1,907 64	57 34	....	....	899 82	150 00	6,979 92
West Monroe	1,590 62	290 25	122 61	....	202 39	47 20	53 10	189 34	14 40	5 03	....	398 69	50 00	2,412 86
Williamstown	1,585 99	314 62	79 53	....	603 64	225 00	31 30	279 03	6 50	134 66	....	533 20	45 00	2,754 25
Total	$65,669 87	$9,347 34	$9,655 18	$2,823 87	$3,142 66	$5,197 89	$454 09	$13,056 59	$896 88	$1,374 16	....	$11,189 17	$1,613 45	$110,102 90

OTSEGO COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Burlington	$2,349 34	$851 45	$600 00			$159 34		$241 49	$9 00			$537 00	$32 00	$3,928 17
Butternuts	3,883 72	281 24	153 00		$415 43	298 97	$42 33	99 57	62 00	$281 60		497 80	65 00	5,060 06
Cherry Valley	1,875 62	1,190 07	462 98		80 33	124 80		285 16	3 00	61 84		394 67	65 00	3,211 23
Decatur	1,374 95	37 26	94 23		12 38	60 40	23	382 44	74 70	39		325 00	24 00	2,335 72
Edmeston	4,170 90	638 25	223 96	$1,372 30	44 23	96 52	3 48		100 00			486 14	64 55	6,514 37
Exeter	2,428 35	138 84	129 81	812 63	4 77	154 41	32	272 46	21 65	66		584 00	59 00	4,462 31
Hartwick	3,708 97	127 87	197 89		165 52	134 22	3 99	224 93	98 84	5 45		600 00	61 86	5,026 71
Laurens	2,844 26	119 84	385 45		104 80	95 57	6 65	214 91	33 00			417 00	59 85	4,050 04
Maryland	3,159 85	347 45	247 87	130 00		50 00		183 32	32 00			528 00	37 98	4,369 02
Middlefield	4,114 07	280 74	692 79	284 00		98 38		553 27	72 00			675 00	56 00	6,545 51
Milford	2,646 29	270 97	383 79		492 14	68 36	65 96	211 45	21 00	127 94		458 00	40 00	3,828 89
Morris	2,005 31	1,059 00	76 87			76 15		106 53				386 25	30 64	2,681 75
New Lisbon	3,076 36	389 79	468 32		85 92	480 26		473 77	58 30	58 69		510 00	55 58	5,122 59
Oneonta	2,046 06	278 97	477 54		22 46	159 34	40 66	110 75	103 73	9 31		617 25	60 00	3,574 67
Otego	2,463 95	611 29	693 38	37 19	400 52	402 98	2 02	251 39	24 00			445 50	60 00	4,378 39
Otsego	4,182 61	1,043 07	699 89		705 63	170 28	329 72	956 08	80 42			619 50	75 00	6,783 78
Pittsfield	2,432 14	473 81	24 78	288 96		65 48	34 52	316 84	34 79	29 60		533 81	70 00	3.766 80
Plainfield	1,759 71	1,098 37	211 59		672 38	607 28	64 72	99 70	47 14			254 92	25 00	3,005 34
Richfield	2,685 25		288 36		123 20	161 56	5 10	388 22	66 15	33 13		511 90	130 00	4,231 44
Roseboom	2,353 36	214 63	183 27		116 73	54 60	195 40	256 22	65 86	1 61		302 07	46 15	3,261 53
Springfield	4,724 47	737 91	288 61	627 00		126 88	23 12	245 40	45 80			652 50	50 00	6,760 66
Unadilla	3,699 54	185 46	1,068 27		476 54	181 67		244 35	71 88	100 87		563 23	124 00	5,952 94
Westford	2,475 36	419 00	267 60		90 14	94 68	5 32	296 17	87 76	2 36		443 00	40 00	3,704 57
Worcester	4,395 27	1,184 07	418 62	138 73		300 00		555 60	111 54			633 50	70 00	6,623 26
Totals	$70,855 71	$11,898 35	$8,738 87	$3,690 81	$4,013 12	$4,222 13	$823 54	$6,970 02	$1,324 56	$713 45		$11,976 04	$1,401 61	$109,179 75

PUTNAM COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Carmel	$4,123 11	$87 78	$186 92	....	$379 88	$248 59	$2 06	$486 42	$44 00	$23 58	....	$420 00	$120 00	$5,629 04
Kent	4,612 23	164 17	135 37	....	72 22	68 20	31 80	254 58	53 40	....	....	270 00	150 00	5,543 78
Patterson	3,624 11	218 04	411 63	....	85 44	97 65	....	133 91	....	....	....	354 00	135 00	4,756 30
Phillipstown	6,473 83	783 66	534 96	....	265 04	62 45	....	15 47	11 00	48 53	....	498 35	250 00	7,845 06
Putnam Valley	2,609 11	786 87	77 59	....	31 86	6 00	19 00	....	15 00	41 30	....	297 50	58 00	3,063 20
Southeast	5,769 15	2,142 56	968 00	....	733 62	97 06	152 94	710 56	....	140 44	....	480 00	285 00	8,309 77
Totals	$27,210 54	$4,183 08	$2,314 47	....	$1,568 06	$579 95	$205 80	$1,600 94	$123 40	$253 85	....	$2,319 85	$998 00	$35,147 15

RENSSELAER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridpes.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Berlin	$2,794 24	$401 44	$513 41	$625 00	$99 89	$75 54	....	$281 83	$15 00	$8 25	....	$341 00	....	$4,646 02
Brunswick	2,513 37	346 09	137 17	....	13 07	122 80	$17 85	707 98	67 15	61	....	460 00	$58 47	4,066 94
East Greenbush	1,951 35	19 97	60 44	....	127 58	44 15	5 85	187 06	10 37	23 32	....	168 00	26 00	2,447 37
Grafton	2,378 13	358 49	153 24	....	20 67	28 43	2 81	27 50	70 76	16 04	....	76 00	40 00	2,774 06
Hoosick	5,080 99	552 90	2,198 22	269 31	....	229 91	....	668 17	81 30	....	....	1,528 55	400 00	10,456 45
Nassau	4,141 46	....	569 70	26 28	....	385 42	....	563 54	135 32	....	....	534 00	51 26	6,406 98
North Greenbush	1,988 55	4 95	....	....	25 00	130 20	4 35	131 16	20 50	17 34	....	410 00	37 00	2,717 41
Petersburg	2,090 29	359 38	426 27	....	4 41	233 50	5 32	....	27 00	4 68	....	461 25	27 77	3,266 08
Pittstown	5,802 56	222 13	894 02	....	329 23	232 05	22 07	664 35	....	210 65	....	707 00	91 38	8,391 36
Poestenkill	1,744 85	233 77	175 25	257 15	317 60	109 15	....	128 50	16 65	4 85	....	314 00	78 34	2,823 89
Sand Lake	3,871 26	....	315 55	1,125 00	183 40	174 44	222 28	335 71	256 95	....	....	651 00	68 50	6,798 41
Schaghticoke	4,086 94	802 85	1,195 73	....	19 51	130 50	1 60	1,029 45	81 00	90 83	....	750 00	65 00	7,338 62
Schodack	5,438 61	1,169 00	1,084 96	105 87	23 46	127 88	....	1,305 18	11 70	....	....	765 35	150 00	8,989 55
Stephentown	3,573 06	96	872 51	1,000 00	....	401 73	....	436 24	49 27	13 71	....	388 00	....	6,720 83
Totals	$47,455 66	$4,471 93	$8,596 47	$3,408 61	$1,163 82	$2,425 70	$282 13	$6,466 67	$842 97	$390 28	....	$7,554 15	$1,093 72	$77,843 97

ROCKLAND COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Clarkstown	$11,452 97	$2,611 70	$384 32	$1,580 20	$178 14	$230 84	$48 00	$428 95	$220 80	$8 46	....	$1,408 09	$275 00	$15,981 17
Haverstraw	2,998 51	59 13	974 80	....	01	25 30	....	261 76	25 30	212 94	....	615 70	500 00	5,401 37
Orangetown	10,272 74	4,856 43	187 36	....	1,245 67	153 79	293 30	162 36	46 50	960 64	....	1,328 50	400 00	12,551 25
Ramapo	9,027 61	496 93	2,694 48	968 57	6 72	270 76	....	947 75	280 73	305 20	....	1,365 85	300 00	15,855 75
Stony Point	2,732 54	832 28	379 63	....	....	13 38	16 62	130 06	....	94 94	....	322 00	85 00	3,662 61
Totals	$36,484 37	$8,856 47	$4,620 59	$2,548 77	$1,430 54	$694 07	$357 92	$1,930 88	$573 33	$1,582 18	....	$5,040 14	$1,560 00	$53,452 15

ST. LAWRENCE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes
Brasher	$6,297 55	$435 02	$482 38		$16 60	$191 84		$274 84		$45 74		$479 45	$97 46	$7,823 52
Canton	9,730 30	4 18	1,372 66			634 29		487 61	$566 31			777 00	177 89	13,746 06
Clare	2,075 96	485 61	165 30		134 70	48 51	$26 49	57 75	6 00	210 32		272 40	49 80	2,675 72
Clifton	3,436 49		200 00			50 00		120 50	213 11			464 70	225 00	4,709 80
Colton	5,303 18		617 89		27 42	374 45		241 29	322 08	633 41		444 20	100 00	7,403 09
De Kalb	6,462 57	8 94	636 21		7 75	428 51	10 12	469 05	75 29	2 66		725 00	50 00	8,846 63
De Peyster	3,542 51	704 60	152 29		281 46	361 90	8 05	41 61	208 75			334 60	45 31	4,686 97
Edwards	3,019 55	95 35	717 01	$156 80	8 27	202 03		202 63	74 65			435 32	57 96	4,865 95
Fine	5,108 60	2 21	316 89		83 11	180 37		485 17		5 31		455 25	75 00	6,621 28
Fowler	5,387 55	1,499 07	476 09		403 28	112 16	35 13	226 86	19 00	219 11		586 06	62 22	6,869 94
Gouverneur	6,543 58	381 20	874 58		447 51	426 99	23 31	284 65	15 00	41 47		614 50	40 00	8,799 30
Hammond	4,098 96	1,010 73	3 20	491 83	279 61	185 71		24 10	73 73	305 79		605 10	47 16	5,529 79
Hermon	4,648 46	105 85	174 31	284 48	91 21	265 93	109 07	132 90	43 45	23 65		496 50	10 00	6,056 03
Hopkinton	4,859 58	256 36	167 13		427 97	360 85	139 15	26 45	247 37	127 86		615 00	60 00	6,336 38
Lawrence	3,920 40	256 02	188 45	1,450 00	61 55	93 04		163 80	38 76	58 53		520 50	88 05	6,463 00
Lisbon	12,268 59	362 31	129 87	139 79	2,032 70	341 08	158 92	524 69	1,139 88	376 63		759 50	250 43	15,553 83
Louisville	5,062 62	264 64	135 10		189 90	91 02	12 63	43 73	19 95	198 32		564 95	58 37	5,975 74
Macomb	4,185 30	193 19			400 00	358 21	32 07			150 00		444 00	62 78	5,050 29
Madrid	4,052 68	606 90	366 08		451 60	256 43	6 15	120 12	54 22	259 88		611 80	105 00	5,566 33
Massena	6,356 98	852 46	653 35	428 90	417 75	268 88	131 12	50 96	181 77	382 30		622 75	200 00	8,763 59
Morristown	4,890 15	1,190 71	21 20	1,017 05	142 71	498 33	39 02	110 15	659 21	60 44		654 97	74 96	7,926 02
Norfolk	7,910 48	103 00	1,294 52		421 34	532 93		306 39	37 93	195 24		645 00	124 34	10,851 59
Oswegatchie	6,873 50	2,141 75	1,735 97	608 97	827 94	557 59			654 64	221 96		791 18	350 00	11,571 85
Parishville	4,819 35	16 42	228 13	261 25		1,500 00		19 75	74 26	5 99		537 00	88 00	7,527 74
Piercefield	11,558 79		299 05	1,279 14	1,048 67	2,541 30		183 66	837 23			289 86	220 00	17,209 03
Pierrepont	5,535 26	400 45	512 64	1,243 97	13 89	253 17	73 42	534 48	8 00	96 12		545 00	100 87	8,733 39
Pitcairn	1,995 47	64 94	200 00			25 00		328 14				196 25	20 00	2,764 86
Potsdam	7,612 02	2,457 37	1,720 52		1,446 76	500 00		134 19	1,281 61			830 00	125 00	12,203 84
Rossie	2,214 62	205 41	446 56		223 33	263 03	6 97	82 54	30 30	66 56		317 60	33 87	3,388 52
Russell	6,421 87	298 36	170 02		290 35	199 80	20	194 57	10 70	251 90		492 00	69 86	7,558 82
Stockholm	5,335 11	785 23	827 79		7 76	554 67	4 06	189 59	2 70	136 94		474 00	89 10	7,472 96
Waddington	3,781 05	12 17	269 64		235 39	284 44		157 50	190 34	304 00		472 80	71 83	5,227 60
Totals	$175,309 08	$15,200 45	$15,554 83	$7,362 18	$10,420 53	$12,942 46	$815 88	$6,219 67	$7,086 24	$4,380 13		$17,074 24	$3,230 26	$244,778 96

SARATOGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Ballston	$2,965 32	$151 19	$378 38	$203 00	$105 04	$147 74	$52 26	$915 58	$42 00	$24 10	....	$878 16	$50 00	$5,580 18
Charlton	2,040 95	276 70	296 91	....	11 68	135 75	64 25	1,373 39	43 20	9 49	....	610 50	52 00	4,552 70
Clifton Park	4,441 30	123 47	229 44	....	320 46	84 45	....	1,292 41	....	....	....	721 00	72 00	6,840 60
Corinth	1,548 51	13 30	536 00	....	64 00	86 45	....	782 48	92 60	58 40	$100 00	516 00	85 00	3,747 04
Day	938 15	5 04	314 53	....	105 27	20 64	06	495 89	28 73	....	....	302 50	33 00	2,133 44
Edinburgh	1,263 58	19 66	216 16	22 57	67 07	40 08	....	479 80	28 25	....	....	387 00	40 00	2,477 44
Galway	3,430 47	340 05	161 44	988 06	215 10	175 17	11 71	1,301 61	249 47	31 84	....	603 13	28 00	6,937 35
Greenfield	3,958 60	467 85	324 19	....	....	106 95	....	728 46	109 60	....	....	535 00	125 00	5,887 80
Hadley	2,278 81	15 30	550 29	....	8 27	14 60	60 40	425 97	96 14	61 18	....	480 00	50 42	3,896 23
Halfmoon	6,324 68	....	820 00	....	30 00	467 95	30 27	1,376 31	79 90	108 06	....	1,200 00	175 00	10,443 84
Malta	1,994 88	146 45	270 05	....	....	68 61	....	909 53	38 50	....	....	576 00	89 00	3,946 57
Milton	2,833 03	175 26	876 91	....	....	181 88	....	994 35	153 05	....	....	895 82	100 00	6,035 04
Moreau	3,621 35	75 74	570 32	....	278 32	57 23	19 64	795 95	31 20	76 65	....	493 00	143 00	5,712 05
Northumberland	2,093 19	463 01	160 62	....	121 93	142 73	10 71	946 29	100 00	126 15	....	355 00	75 00	3,872 83
Providence	936 56	83 19	410 85	....	89 15	33 80	28 34	590 01	8 17	23 46	....	256 50	30 00	2,265 89
Saratoga	3,293 90	446 10	543 13	274 70	282 17	80 21	45 18	1,432 79	2 11	6 00	....	624 20	147 08	6,398 12
Saratoga Spa	4,660 73	961 04	1,196 71	....	183 37	300 43	199 57	443 88	85 47	292 86	....	1,622 00	650 00	8,959 22
Stillwater	4,597 04	758 51	417 88	....	583 65	148 28	234 50	1,382 04	10 25	....	....	1,000 98	150 00	7,706 47
Waterford	1,374 28	19 32	....	....	199 71	23 97	71 18	249 25	7 00	114 00	....	549 48	50 00	2,253 98
Wilton	2,665 45	153 54	139 95	263 86	9 40	97 95	5 85	740 86	120 87	....	....	294 25	75 09	4,398 28
Totals	$57,260 78	$4,694 72	$8,413 76	$1,752 19	$2,674 59	$2,41[illegible] 87	$833 92	$17,656 85	$1,326 51	$932 19	$100 00	$12,900 52	$2,219 59	$104,045 07

SCHENECTADY COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Duanesburgh	$7,635 22	$502 76	$888 45	$137 50	$559 18	$244 57	$92 38	$1,157 99	$221 00	$87 09		$637 00	$275 00	$11,196 73
Glenville	4,818 84		28 80			614 32		1,730 33	34 38			1,024 00	70 00	8,320 67
Niskayuna	2,272 35	335 97	80 88			77 46		319 73	40 20	4 77		588 00	85 00	3,463 62
Princetown	1,854 02	306 70	283 92		66 15	47 30	1 65	218 88		62 07		252 50		2,656 62
Rotterdam	3,614 19	1,941 34	465 26	2,500 00	75 73	97 93	73 64	1,184 80	539 23		$15 00	848 00	175 00	9,439 41
Totals	$20,194 62	$3,086 77	$1,747 31	$2,637 50	$701 06	$1,081 58	$167 67	$4,611 73	$834 81	$153 93	$15 00	$3,349 50	$605 00	$35,077 05

SCHOHARIE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Blenheim	$1,646 19	$310 81	$219 38		$11 36	$45 80	$8 37	$135 17				$295 18	$40 00	$2,381 72
Broome	2,125 13	603 00	238 99		33 38	37 55	70 98	375 55		$163 35		388 04	35 00	3,200 26
Carlisle	3,484 37	116 40	73 85		220 68	138 44	113 40	897 59	$6 80	97 54		313 50	65 00	4,979 55
Cobleskill	3,688 48	739 68	347 86		32 79	264 74	11 14	460 36	74 10	70 54		519 00	100 56	5,455 10
Conesville	2,010 90	103 76	24 00		176 00	63 50	11 50	36 27	18 00	101 48		360 00	80 00	2,592 67
Esperance	1,594 68	62 86	568 75		49 65	121 49	114 83	460 47	1 98	37 84		2 94	50 00	3,091 37
Fulton	3,772 82	370 10	309 36		506 31	689 63	7 28	636 62				522 00		5,930 43
Gilboa	5,926 92	250 57	1,152 37		41 00	979 50	7 46	315 42	94 53	70 58	$78 25	636 05	130 00	9,313 04
Jefferson	2,695 32	254 88	166 83		86 85	204 52		143 44	56 31	109 36		438 22	52 00	3,756 64
Middleburgh	3,034 81	469 08	565 52		205 95	290 30	57 22	458 63	39 07	28 50		366 79	65 00	4,820 12
Richmondville	2,301 99	69 50	1,230 08	$100 00	44	300 60	1 32	289 87	408 70	71 38		400 00	75 00	5,106 24
Schoharie	2,465 32	170 39	919 13		58 12	83 85		420 11	147 98			420 00	100 72	4,557 11
Seward	2,887 36	89 45	270 44		129 56	244 97		580 24	30 26			430 99	105 00	4,649 26
Sharon	4,092 23	520 44	57 39		350 30	148 93	1,001 85	1,250 24	197 63	33 86		488 72	100 00	6,335 14
Summit	2,534 74	262 49	163 89		138 33	92 52	12 58	572 39	270 07			428 44	50 00	4,112 05
Wright	1,630 22	603 26	374 66		75 34	51 97	03	631 62	86 20	6 84		315 35	45 00	3,135 02
Totals	$45,891 48	$4,996 67	$6,782 50	$100 00	$2,116 06	$3,758 31	$1,417 96	$7,663 99	$1,431 63	$791 27	$78 25	$6,616 28	$1,093 28	$73,415 72

SCHUYLER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Catharine	$2,857 32	$57 45	$184 04	$512 50	$71 15	$72 56	$25 00	$55 05	$19 83	$36 40	....	$377 50	$30 00	$4,108 80
Cayuta	1,562 40	224 18	247 93	1,204 50	175 37	60 93	80	34 37	36 07	10 07	....	309 00	56 91	3,512 11
Dix	3.686 99	1,415 08	491 28	....	158 72	534 67	....	363 08	390 00	3 90	....	390 00	60 75	5,916 77
Hector	9,461 29	....	460 32	....	....	227 73	....	272 92	....	....	....	988 54	175 00	12,585 80
Montour	2,027 79	339 26	380 16	....	305 85	56 95	32 20	89 27	16 50	217 51	....	585 00	25 00	3,180 67
Orange	3,739 17	436 57	564 95	....	435 05	406 90	35 00	182 54	88 59	....	....	348 00	99 88	5,430 03
Reading	2,620 73	51 16	543 24	....	....	150 00	....	382 44	....	....	....	339 75	28 00	4,064 16
Tyrone	3,062 61	355 07	304 17	562 80	98 82	104 48	1 60	147 21	57 20	124 17	....	387 20	45 00	4,670 67
Totals	$29,018 30	$2,878 77	$3,176 09	$2,279 80	$1,244 96	$1,614 22	$94 60	$2,526 88	$608 19	$392 05	....	$3,724 99	$520 54	$43,469 01

SENECA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Covert..............	$3,093 90	$39 92	$81 20	$405 04	$14 29	$165 39	$13 70	$676 62	$96 80	$195 93	....	$492 00	$100 00	$5,110 95
Fayette............	5,559 13	516 16	647 65	700 00	116 14	586 82	19 54	1,373 40	47 40	....	....	754 00	165 00	9,833 40
Junius..............	2,891 19	345 08	166 85	....	204 65	220 50	126 89	655 30	37 80	47 07	....	618 00	115 00	4,704 64
Lodi................	2,524 75	41 82	377 09	500 00	5 15	148 19	4 96	559 77	55 57	43 66	....	609 71	135 00	4,910 08
Ovid................	2,647 91	52 09	120 68	....	196 68	209 44	58 96	409 45	....	....	....	707 50	100 00	4,194 98
Romulus...........	2,967 87	1,028 16	384 29	631 16	334 55	248 97	52 99	261 40	4 25	37 60	....	466 15	110 00	5,074 09
Seneca Falls........	2,243 13	593 87	115 61	....	196 59	71 59	131 00	126 85	....	75 15	....	657 00	175 00	3,389 18
Tyre................	1,842 87	383 61	107 99	....	213 83	92 30	107 70	388 97	....	25 30	....	331 50	75 00	2,838 63
Varick.............	1,923 48	1,057 61	158 05	....	169 71	117 35	11 18	377 40	5 00	....	....	546 00	105 00	3,232 28
Waterloo...........	3,153 97	....	43 59	....	330 78	85 45	....	284 55	37 00	37 54	....	877 00	200 00	4,681 56
T1tals..........	$28,848 20	$4,058 32	$2,203 00	$2,236 20	$1,782 37	$1,946 00	$526 92	$5,113 71	$283 82	$462 25	....	$6,058 86	$1,280 00	$47,969 79

STEUBEN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Addison	$2,572 70	$356 60	$374 16	$188 46	$16 04	$102 44	$15 01	$255 98	$47 97	$15 77	....	$412 57	$125 00	$4,079 28
Avoca	4,090 78	308 04	699 10	....	557 50	511 05	32 02	230 69	462 40	535 54	....	576 00	125 00	6,695 02
Bath	6,931 14	630 61	1,797 92	64 75	140 13	308 39	2 20	653 79	1,591 58	42 97	....	753 00	175 00	12,275 57
Bradford	1,791 16	172 66	240 58	....	4 43	70 05	....	113 70	179 88	....	....	412 50	25 00	2,832 87
Cameron	3,524 94	405 27	483 35	....	351 03	308 60	41 40	384 72	33 00	41 40	....	341 80	120 00	5,196 41
Campbell	3,597 04	523 39	846 21	....	169 57	337 23	70 18	59 90	330 25	80	....	528 60	60 00	5,759 23
Canisteo	5,775 28	22 07	432 06	2,435 68	329 37	383 61	....	157 72	388 99	29 00	....	683 10	115 00	10,371 44
Caton	4,499 22	535 34	198 37	....	165 91	329 37	65 43	337 25	76 10	21 47	....	487 50	86 00	6,013 81
Cohocton	4,816 61	1,771 29	584 09	....	536 63	277 48	....	1,060 37	39 90	78 46	....	759 00	130 00	7,667 45
Corning	2,552 02	843 87	674 25	....	429 91	76 10	223 90	72 54	13 20	96 81	....	855 00	100 00	4,343 11
Dansville	4,334 82	1,644 44	535 41	329 85	4 65	407 77	....	....	429 91	394 57	....	491 00	165 00	6,693 76
Erwin	2,746 49	359 24	901 88	....	....	56 98	....	101 96	641 38	212 33	....	708 00	150 00	5,306 69
Tremont	3,664 74	484 00	348 04	220 63	340 68	100 50	112 30	260 39	21 00	21 86	....	558 75	75 00	5,249 06
Greenwood	3,680 03	76 73	622 09	221 51	....	224 00	....	43 55	525 02	42 48	$15 00	590 46	80 00	6,001 66
Hartsville	2,397 85	227 64	344 41	670 60	436 96	72 59	36 97	138 94	69 20	198 06	....	446 45	75 00	4,215 04
Hornby	3,021 55	1,200 87	401 45	....	295 61	19 80	69 45	118 75	226 04	191 85	....	445 00	60 00	4,292 59
Hornellsville	5,450 51	640 93	888 05	310 40	395 51	284 43	80 70	336 52	478 44	236 94	....	698 23	185 00	8,631 58
Howard	5,344 87	213 65	243 81	867 87	47 25	92 88	57 12	90	98 80	64 75	....	517 50	100 00	7,306 63
Jasper	3,899 75	354 84	553 62	1,195 00	58 95	361 74	31 79	195 68	69 70	29 63	....	545 98	127 50	6,948 97
Lindley	3,586 46	497 41	902 38	537 06	335 56	303 95	70	105 86	30 00	63 98	....	647 60	121 00	6,234 31
Prattsburg	5,448 43	155 16	872 52	....	18 53	804 89	5 20	780 47	159 81	1 77	12 00	720 34	76 13	8,874 59
Pulteney	3,146 07	1,011 56	383 20	....	142 59	115 86	14	439 58	69 29	11 23	....	480 00	84 05	4,718 05
Rathbone	3,674 56	305 43	724 54	1,025 00	317 98	146 51	....	219 53	133 07	....	....	479 00	51 89	6,454 10
Thurston	1,605 92	1,094 08	58 21	20 16	117 29	268 30	1 70	167 85	262 95	183 84	....	320 50	65 00	2,768 89
Troupsburg	4,783 75	264 96	297 19	446 00	6 81	234 99	....	300 59	51 56	302 22	....	378 00	115 14	6,607 22
Tuscarora	2,043 18	671 95	256 58	....	459 33	45 95	4 05	161 81	33 98	76 23	....	412 28	75 00	3,028 78
Urbana	4,520 40	5 93	410 41	....	451 96	277 26	....	236 58	99 44	568 53	....	729 75	110 00	6,383 84
Wayland	5,105 32	1,554 39	83 02	....	116 98	91 44	....	605 29	745 38	....	....	673 22	175 00	7,478 67
Wayne	2,010 67	425 59	....	....	100 00	522 75	94 70	126 97	3 00	88 53	....	297 50	28 10	2,988 99
West Union	3,651 18	8 60	313 77	....	51 42	413 06	....	112 57	139 26	113 82	....	532 50	111 09	5,273 43
Wheeler	4,294 38	1,043 20	325 74	....	844 15	392 39	....	382 56	18 70	4 92	....	475 20	119 00	6,017 97
Woodhull	4,321 54	935 96	249 66	459 74	328 58	100 99	10 80	219 82	33 90	186 80	....	368 83	75 00	5,824 48
Totals	$122,883 36	$18,745 70	$16,056 07	$8,992 71	$7,571 31	$8,043 35	$955 76	$8,422 83	$7,503 10	$3,856 56	$27 00	$17,320 16	$3,284 90	$192,533 48

SUFFOLK COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Babylon	$13,537 40	$7,724 25	$557 94	$3,249 50	$530 59	$517 10	....	$197 22	$117 10	$484 28	....	$1,282 57	....	$19,458 83
Brookhaven	56,870 73	331 02	1,128 72	3,000 00	4,544 58	1,343 19	$48 55	427 22	973 72	54 06	....	3,155 00	$540 00	67,438 58
East Hampton	10,686 12	1,478 72	22 57	....	2 43	917 40	....	355 64	341 49	419 73	$225 00	1,423 12	123 23	14,094 57
Huntington	42,025 96	1,826 89	183 94	36 42	1,335 03	550 36	6 48	1,443 96	2,579 78	946 48	....	1,246 65	510 00	48,577 07
Islip	52,420 06	163 12	135 99	2,048 49	....	999 43	....	561 85	368 67	....	....	2,905 03	715 00	60,154 52
Riverhead	15,125 16	1,991 69	411 11	....	388 89	895 75	4 25	427 59	279 53	300 38	....	1,225 14	325 00	18,689 28
Shelter Island	7,582 55	02	84 50	....	15 50	80 20	69 96	68 25	159 09	518 41	....	728 00	79 75	8,782 34
Smithtown	9,401 62	....	500 00	....	....	540 43	22 97	96 89	216 88	19 04	....	640 70	62 00	11,458 52
Southampton	47,495 04	16,041 43	2,306 30	....	5,890 37	801 50	103 11	438 22	409 55	2,489 82	....	1,986 47	760 00	54,197 08
Southold	22,352 92	2,002 42	257 85	14,292 39	770 44	807 34	....	610 60	348 08	1,345 80	....	1,384 28	415 00	40,468 46
Totals	$277,497 56	$21,559 56	$5,588 92	$22,626 80	$13,477 83	$7,452 70	$255 32	$4,627 44	$5,793 89	$6,578 00	$225 00	$15,976 96	$3,529 98	$343,319 25

SULLIVAN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Bethel	$5,269 39	$662 88	$855 17		$152 56	$630 64	$19 59	$44 45	$115 15	$546 02		$615 90	$237 00	$7,767 70
Callicoon	6,672 63	241 15	164 45		192 69	486 37			424 12			647 50	150 00	8,545 07
Cochecton	3,579 45	391 22	39 90		13 10	97 85	15 35		213 00	37 00		316 50	132 00	4,378 70
Delaware	4,461 27	238 73	202 00			201 77		90 42	79 18			528 50	195 00	5,758 14
Fallsburg	10,305 71	647 56	1,220 02		794 73	460 78	39 22	234 71	5 00	10 29		982 54	200 00	13,408 76
Forestburg	4,143 78	44 22	694 59	$598 38	10	303 24	12 31	43 50	56 17	33		490 00	60 00	6,389 66
Fremont	8,200 12	80 49	377 49		357 51	599 72	28		58 13	41 87		927 00	325 00	10,487 46
Highland	5,573 82		57 45	235 11		140 12		2 67	7 30	46 03	$150 48	276 00	225 00	6,667 95
Liberty	8,952 83	134 65	1,644 29			789 45		1,626 46	72 00			843 00	400 00	14,328 03
Lumberland	10,284 99	41 37	821 83			282 91		56 58	213 94			152 00	139 75	11,952 00
Mamakating	4,157 15	592 91	295 12		218 88	61 13	38 87	383 28				680 00	325 00	5,901 68
Neversink	5,361 29	38 98	499 57		43	88 45	11 55	45 70	46 50	7 80		574 99	65 00	6,681 50
Rockland	9,450 90	173 72	1,013 35	200 00	50 24	546 96		116 65	119 46	263 89		1,269 96	600 00	13,317 28
Thompson	8,049 95	985 25	724 89		637 89	154 09	45 91	547 43	158 10	430 53	5 00	900 00	215 00	10,754 46
Tustin	3,180 27	235 93	12 44		302 46	53 14	56 35	42 75	62 26	51 88		213 75	150 00	3,714 61
Totals	$97,643 55	$4,509 06	$8,622 56	$1,033 49	$2,720 59	$4,896 62	$239 43	$3,234 60	$1,630 31	$1,435 65	$155 48	$9,417 64	$3,418 75	$130,053 00

TIOGA COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Barton..........	$4,110 82	$210 10	$1,575 68	....	....	$626 26	....	$598 31	$291 96	....	....	$853 38	$300 00	$8,356 41
Berkshire..........	2,146 38	575 92	457 20	$750 00	....	154 65	....	127 04	50 71	....	....	547 00	46 50	4,279 48
Candor..........	7,585 40	5 17	1,667 08	957 00	$2 39	106 51	$43 49	194 77	69 00	$150 70	$100 00	681 00	110 00	11,450 76
Newark Valley..........	2,874 55	526 38	584 18	....	100 00	187 44	19 62	505 97	42 00	35 54	....	519 38	75 00	4,788 52
Nichols..........	3,021 29	....	515 00	485 00	....	150 00	....	155 55	309 61	34 84	....	339 20	200 00	5,175 65
Owego..........	8,304 11	1,632 65	2,581 83	385 60	1,907 68	625 36	....	603 02	138 55	131 89	....	1,582 80	300 00	14,521 27
Richford..........	2,480 62	122 88	196 54	....	69 46	227 80	81 47	498 99	78 84	238 55	....	507 00	75 00	4,064 79
Spencer..........	3,497 92	204 07	968 93	....	50 58	108 60	....	318 85	95 00	....	....	719 00	80 00	5,788 30
Tioga..........	5,999 96	827 24	765 45	1,156 63	81 16	595 98	....	450 06	40 11	....	122 00	930 50	125 00	10,185 69
Totals..........	$40,021 05	$4,104 41	$9,311 89	$3,714 23	$2,211 27	$2,782 60	$144 58	$3,452 56	$1,115 78	$591 52	$222 00	$6,679 26	$1,311 50	$68,610 87

TOMPKINS COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing hghways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Caroline............	$4,816 02	$1,826 05	$251 85	$630 13	$1,220 70	$151 32	$13 68	$162 97	$64 80	....	....	$612 00	$125 00	$6,814 09
Danby............	3,645 07	813 11	307 73	435 96	167 50	124 54	25 76	485 66	69 25	$52 83	....	600 00	57 90	5,726 11
Dryden............	8,901 70	260 78	885 60	537 22	....	505 98	....	1,216 16	107 94	....	....	832 11	149 13	13,135 84
Enfield............	2,934 14	138 18	243 80	....	....	250 00	....	513 95	72 24	3 55	....	500 00	72 56	4,586 69
Groton............	6,003 39	702 68	838 23	6,325 26	....	463 77	102 48	2,232 28	51 00	....	....	1,085 60	141 20	17,140 73
Ithaca............	3,726 11	880 60	645 88	4,113 00	33 86	166 73	9 05	289 13	13 00	....	....	780 00	126 35	9,860 20
Lansing............	4,066 83	723 36	183 23	....	318 07	109 06	5 56	....	18 00	88 51	....	489 00	54 00	4,920 12
Newfield............	4,376 86	396 71	307 13	....	211 46	252 76	57 98	735 00	140 89	15 22	....	474 00	85 00	6,371 64
Ulysses............	4,897 42	....	2,334 36	723 52	....	666 55	67 45	421 51	....	....	....	582 00	140 27	9,765 63
Totals..........	$43,367 54	$5,741 47	$5,997 81	$12,765 09	$1,951 59	$2,690 71	$281 96	$6,056 66	$537 12	$160 11	....	$5,954 71	$951 41	$78,321 05

ULSTER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Denning	$3,233 63	$408 17	$566 25	$256 50	$50 51	$93 95	$31 05	$57 15	$41 80	$66 84		$607 50	$130 88	$4,987 66
Esopus	5,141 72	691 98	374 03		10 25	127 10	34 60	116 30	65 85	101 53		560 00	70 00	6,455 00
Gardiner	3,887 99	442 86	367 54	278 72	176 49	284 37	45 33	299 25	73 60	29 75		613 00	103 83	5,908 30
Hardenburg	2,226 14	564 15	85 07	100 00	920 53	272 34	27 66	70 97	14 44	64 59	$2 75	210 00	81 72	3,063 43
Hurley	2,113 85	268 68	172 09	27 00	50 99	90 24	43 83	207 60	10 51	34 65		463 00	40 00	3,124 29
Kingston	531 92	18 92				15 39	35	32 72	34 90			260 05	43 92	918 90
Lloyd	4,432 41	741 09	233 95		189 80	86 10	146 07	165 85		143 15		660 00	75 00	5,653 31
Marbletown	4,513 12		197 72		202 28	42 99	7 01	470 25	35 50			843 00	68 00	6,170 58
Marlborough	4,359 31	512 51	172 11		96 32	60 08	4 92	252 70	67 50	80		714 00	175 00	5,800 70
New Paltz	2,691 55	124 95	176 00		5 63	27 86	22 14	226 43	47 90	45 08		423 51	30 00	3,623 25
Cline	5,837 41	48 01	808 65			307 57		369 78	40 79	16 09		177 00	65 00	7,606 20
Plattkill	2,576 94	484 91	202 76		14 44	93 76		328 69	50 38	69 62		540 00	115 00	3,907 53
Rochester	3,735 69	889 38	476 46	1,734 49	64 01	306 01	7 36	413 92	13 85			608 38	125 00	7,413 80
Rosendale	2,624 79	345 63	298 21		201 79	38 64	63 52	76 25				726 00	125 00	3,888 89
Saugerties	12,044 28	62 70	1,516 59		57 88	223 11	5 89	2,131 25	342 63	1 38		1,021 50	210 00	17,489 36
Shandaken	5,521 65	264 63	1,086 77			306 78	193 22	107 60	2 77	224 13		689 00	30 00	7,744 57
Shawangunk	7,059 50	83 67	1,440 14	796 13	96 03	399 20	1 03	690 63	47 43	38 33		595 00	114 00	11,142 03
Ulster	2,680 09	573 55	381 93		168 07	44 41	5 59	162 00	3 43	97 87		906 50	75 00	4,253 36
Wawarsing	9,083 80	608 43	1,045 83	3,630 00		395 32	117 28	414 62				1,105 25	125 00	15,799 82
Woodstock	3,462 79	956 42	928 51			83 78		348 66	36 20			654 82	70 00	5,584 76
Totals	$87,758 58	$8,090 64	$10,530 61	$6,822 84	$2,305 02	$3,299 00	$756 85	$6,942 62	$929 48	$933 81	$2 75	$12,377 51	$1,872 35	$130,535 74

WARREN COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Bolton	$9,096 61	$99 49	$586 47	$471 98	$141 55	$405 82	$194 18	$694 63	$60 13	....	....	$510 00	$75 00	$11,900 64
Caldwell	1,428 68	458 41	56 53	766 08	441 39	279 50	....	256 81	1 12	....	....	435 00	75 00	3,298 72
Chester	3,770 70	229 30	586 32	1,164 08	179 90	193 61	....	1,315 29	41 00	$189 00	....	702 25	175 00	7,948 25
Hague	6,455 15	29 40	113 81	....	136 19	252 69	97 31	578 67	8 00	8 25	....	461 50	85 00	7,954 82
Horicon	2,009 46	4 39	23 87	....	135 63	42 01	8 35	355 93	97 80	15 02	....	262 00	75 00	2,866 07
Johnsburg	7,804 58	120 42	1,034 57	906 00	....	431 09	....	1,558 19	750 35	115 42	....	771 00	125 00	13,380 78
Luzerne	2,381 45	21 30	433 80	....	78 55	24 00	60 58	464 80	9 00	4 95	....	446 45	55 36	3,814 86
Queensbury	5,060 64	170 82	521 41	....	77 49	139 96	110 04	1,478 21	....	....	....	1,001 00	35 00	8,236 22
Stony Creek	1,905 42	135 39	313 57	....	27 57	26 73	34 24	595 86	382 20	....	....	338 10	50 00	3,611 88
Thurmann	2,498 13	143 86	162 06	....	2 36	13 45	1 55	887 50	14 00	48 50	....	480 50	75 00	4,130 64
Warrensburg	2,590 06	54 83	170 47	....	....	152 79	84 04	676 81	9 00	....	....	427 50	100 00	4,126 63
Totals	$45,000 88	$1,467 61	$4,002 88	$3,308 14	$1,220 72	$1,961 65	$590 29	$8,862 70	$1,372 60	$381 14	....	$5,835 30	$925 36	$71,269 51

WASHINGTON COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Argyle	$3,162 35	$1,578 35	$66 51	$1,291 26	$5 02	$267 59	$338 85	$1,586 60	$18 00	$48 71		$762 00	$125 00	$7,279 31
Cambridge	2,871 66	199 62	325 78		71 40	123 53	56 83	517 79		29 36		666 00	125 00	4,629 76
Dresden	2,275 98	77 05	225 05			87 33	22	209 81	15 00	89 26		285 00	60 00	3,158 17
Easton	5,529 91	707 68	259 12		456 06	130 60	104 90	1,310 99	86 43	24 81		648 70	100 00	8,065 75
Fort Ann	3,903 76	275 57	532 60		137 56	111 96		979 73				578 00	150 00	6,256 05
Fort Edward	2,054 95	959 24	399 16		381 05	34 85	185 15	982 89	4 40			609 80	200 00	4,286 05
Granville	3,731 05	256 39	214 15		43 85	72 32	27 68	363 95				770 50	165 00	5,316 97
Greenwich	5,116 94	414 53	735 27	666 98		140 87	21 73	429 45	132 76			668 23	140 00	8,030 50
Hampton	1,213 17	176 20	35 01		14 99	18 60	31 40	90 50				314 00	45 00	1,716 28
Hartford	2,927 74	148 24	89 20		184 12	37 73	12 27	1,002 30	42 50	5 20		443 06	80 00	4,622 53
Hebron	3,367 16	837 86	160 89	641 40	45 74	72 80		567 68	56 98	45 19		585 00	90 00	5,541 91
Jackson	2,178 78	932 12	360 83		102 20	95 72	19 28	305 44		29 74		428 00	110 00	3,478 77
Kingsbury	4,578 15	620 69	776 34	275 38	50 99	357 83	51 32	989 83	17 50			926 32	300 00	8,221 35
Putnam	1,878 49	85 26	74 77	210 00	62 89	19 23	77	90 47	33 00			240 00	50 00	2,595 96
Salem	4,136 71	388 00	567 93			221 23	13 77	218 84	53 00			917 56	175 00	6,290 27
White Creek	2,373 95	980 53	742 80	1,298 03	24 28	151 15	48 85	249 81	370 00	178 78		593 87	160 00	5,939 61
Whitehall	3,254 48	1,279 95	565 91			111 74	16 94	643 32	9 98			600 00	200 00	5,385 43
Totals	$54,555 23	$9,917 28	$6,131 32	$4,383 05	$1,580 15	$2,055 08	$929 96	$10,539 40	$839 55	$451 05		$10,036 04	$2,275 00	$90,814 67

WAYNE COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Arcadia	$8,793 04	$223 90	$288 17	$993 00		$641 57		$1,468 35	$235 65			$1,028 00	$161 00	$13,608 78
Butler	3,299 35	472 96	213 89			191 47		1,443 98	6 00			519 81	130 00	5,804 50
Galen	5,157 78	2,777 00	171 49		$525 28	167 51	$100 57	523 25	30 22	$277 60		820 30	175 00	7,045 55
Huron	3,531 86	113 77	55 29	319 68	03	289 80	10 20	805 42	40 46	8 14		547 65	150 00	5,740 16
Lyons	6,701 89	20 21	385 97		95 09	505 98	44 02	708 76	242 52	294 72		704 00	151 00	9,400 12
Macedon	4,254 25	466 34	178 44	474 92	11 94	440 30	72 11	430 12	570 87	102 86		836 35	115 00	7,300 25
Marion	4,298 38		596 95	403 05		568 79		414 96	55 99			597 00	120 00	7.055 12
Ontario	3,904 16	84 57	110 73		389 27	184 56	65 44	274 65	485 46	3 50		552 00	150 00	5,661 56
Palmyra	5,511 70	779 05	237 15		317 52	76 80	223 20	246 73		494 69		925 30	175 00	7,172 68
Rose	4,030 37	677 86	42 29		57 71	216 88	10 25	695 43	5 75	79 73		568 30	150 00	5,709 02
Savannah	4,139 24	521 97	58 88		169 18	307 09	22 42	787 95		9 77	$25 00	691 00	125 00	6,134 16
Sodus	11,253 02	146 98	786 80	288 64		141 06		1,352 16	24 01	6 54		707 00	286 64	14,939 33
Walworth	3,508 76	889 27	37 08		112 56	273 40		468 13				345 00	125 00	4,757 37
Williamson	4,312 05	1,589 58	269 67		462 93	394 72	172 97	336 66	3 00	499 84		604 00	155 00	6,075 10
Walcott	3,409 45	755 34	587 84		25 66	147 00	1 78	1,499 94	3 00	92 40		823 42	160 00	6,540 65
Totals	$76,105 30	$9,518 80	$4,020 64	$2,479 29	$2,167 17	$4,546 93	$722 96	$11,366 49	$1,702 93	$1,869 79	$25 00	$10,269 13	$2,328 64	$112,844 35

WESTCHESTER COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Bedford	$16,944 26	$5,342 40	$1,445 59	$300 00	$360 57	$313 81	$36 19	$415 29	$1,372 36	$1,111 35	....	$2,129 00	$800 00	$23,720 31
Cortlandt	22,432 67	12,059 77	169 80	....	2,755 77	270 88	347 35	258 44	63 24	530 53	....	1,987 00	1,400 00	26,582 03
East Chester	8,600 09	1,749 58	464 45	....	830 84	133 88	223 22	319 12	75 06	213 79	....	922 00	400 00	10,914 60
Greenburgh	22,578 02	914 30	1,052 84	....	213 60	171 50	23 91	238 65	....	292 08	....	2,379 00	700 00	27,120 01
Harrison	70,070 27	1,584 58	....	1,082 85	....	77 50	22 50	....	225 82	....	....	1,500 00	903 72	73,860 16
Lewisboro	4,340 79	130 65	141 60	....	43 94	51 70	29 24	438 10	17 00	71 35	....	500 00	85 00	5,574 19
Mamaroneck	6,368 35	7,484 11	51 62	....	78 52	24 27	84 15	57 24	99 12	116 81	....	1,378 00	400 00	8,378 60
Mount Pleasant	11,530 93	7,537 13	550 02	2,534 00	102 75	307 13	....	436 58	....	....	....	....	450 00	15,808 66
New Castle	6,904 66	995 73	197 05	15 00	350 06	100 00	30 05	141 68	242 00	520 55	....	1,202 95	350 00	9,153 34
North Salem	2,172 78	1,021 31	216 15	....	393 50	282 44	58 88	110 78	3 00	45 22	....	396 00	70 00	3,251 35
North Castle	3,900 51	784 44	316 94	622 95	....	138 14	....	215 05	....	96 92	....	1,038 00	175 00	6,406 59
Ossining	5,486 44	1,299 36	1,396 48	....	5 02	249 60	34 30	199 50	....	90 50	....	1,174 00	475 00	8,981 02
Pelham	1,314 97	16 79	....	....	....	....	....	....	....	....	....	156 00	....	1,470 97
Poundridge	2,293 86	76 52	115 29	....	29 75	41 28	18 72	194 06	....	03	....	365 00	65 00	3,074 49
Rye	5,170 32	46 08	22 62	....	1,577 38	91 56	408 44	57 18	....	42 82	....	1,500 00	500 00	7,341 68
Scarsdale	7,349 32	6,152 55	223 66	....	26 34	22 92	77 08	48 43	50 18	535 09	....	1,000 00	100 00	8,794 51
Summers	3,737 55	732 36	67 49	....	139 62	....	80 00	105 60	5 60	213 80	....	346 00	....	4,262 24
White Plains	6,595 32	3,331 44	....	....	100 00	150 00	....	15	....	135 00	....	1,490 00	700 00	8,950 32
Yorktown	7,251 94	455 86	441 08	....	298 76	703 81	....	300 75	213 25	....	....	1,252 00	150 00	10,312 83
Totals	$215,043 25	$51,714 96	$6,872 68	$4,554 80	$7,306 42	$3,130 42	$1,474 03	$3,551 45	$2,366 63	$4,015 84	....	$20,714 95	$7,723 72	$263,957 90

WYOMING COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Arcade	$3,465 27	$144 48	$97 54	....	$543 50	$234 25	$152 65	$502 00	$13 00	$245 18	....	$504 35	$175 00	$4,991 41
Attica	4,070 62	17 56	553 58	$160 00	....	404 89	8 41	698 83	6 00	....	....	603 00	225 00	6,721 92
Bennington	5,525 91	604 19	941 94	....	263 79	493 44	2 92	727 89	204 00	12 76	....	505 00	35 00	8,433 18
Castile	4,990 84	28 20	34 60	....	136 24	513 40	7 72	571 00	57 27	284 81	....	536 00	175 00	6,878 11
Covington	1,991 03	1,818 87	270 83	1,197 13	127 31	114 51	68 99	440 80	8 13	2 57	....	477 00	115 00	4,614 43
Eagle	3,447 38	312 39	65 23	471 64	....	321 69	....	448 14	199 67	150 57	....	554 85	175 00	5,683 60
Gainesville	4,451 17	2 96	517 93	....	56 62	362 67	10 18	1,031 55	18 00	33 59	....	666 00	150 00	7,197 32
Genesee Falls	2,170 35	117 85	497 48	....	61 58	102 98	14 10	254 90	540 85	60 65	....	640 45	120 00	4,327 01
Java	3,808 97	436 51	800 95	589 20	109 85	231 02	....	260 24	92 89	111 59	....	630 31	160 00	6,573 58
Middlebury	3,703 66	46 34	259 44	....	17 69	415 29	2 37	831 46	32 00	....	....	482 00	95 00	5,818 85
Orangeville	2,588 95	334 36	117 80	....	261 45	84 20	....	129 00	35 51	85 49	....	573 00	35 00	3,563 46
Perry	4,408 85	284 39	477 88	....	19 65	79 74	20 26	759 87	300 10	....	....	956 54	275 00	7,257 98
Pike	2,316 20	83 80	357 65	528 12	314 23	134 86	12 65	710 96	648 07	17 91	....	624 00	125 00	5,444 86
Sheldon	4,379 55	....	1,503 58	....	44	196 73	4 66	290 48	....	155 34	....	593 78	165 00	7,129 12
Warsaw	3,943 77	56 23	424 89	....	75 11	180 14	32 07	248 30	9 75	71 11	....	877 96	200 00	5,884 81
Wethersfield	3,233 50	48 14	526 75	....	91 30	449 30	....	495 10	93 79	248 96	....	630 00	95 00	5,523 44
Totals	$58,496 02	$4,236 26	$7,448 07	$2,946 09	$2,078 76	$4,319 11	$356 98	$8,400 52	$2,259 03	$1,480 53	....	$9,854 24	$2,320 00	$96,043 08

YATES COUNTY.

TOWNS.	Repair of highways, including materials and rental of machinery.	Balances in highway fund.	Repair of bridges.	Construction of new bridges.	Balances in bridge fund.	Purchase, repair and storage of machinery.	Balances in machinery fund.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Balances in miscellaneous fund.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Barrington	$3,131 23	$294 59	$156 21	....	$19 54	$98 52	$3 04	$340 79	$41 90	$5 63	....	$616 40	$85 00	$4,470 05
Bexton	4,773 37	348 36	256 01	....	327 90	177 35	25 79	837 46	67 50	1 62	....	730 00	85 00	6,926 69
Italy	3,657 58	13 83	106 13	$391 70	1 68	87 47	14 61	445 72	44 00	158 48	....	542 45	122 22	5,397 27
Jerusalem	6,051 82	968 69	78 06	520 18	401 76	637 90	62 10	404 61	84 26	72 74	....	630 00	93 77	8,500 60
Middlesex	2,843 80	61 38	548 81	....	....	139 42	24 09	233 01	18 70	27 75	....	545 36	95 00	4,424 10
Milo	3,892 55	897 43	503 19	....	1,326 70	44 42	492 32	375 32	85 64	148 15	....	836 00	140 00	5,967 12
Potter	3,132 36	19 31	330 06	....	64 72	189 25	12 63	699 62	47 24	8 17	....	438 00	85 00	4,921 53
Starkey	3,777 77	8 07	1,048 90	....	....	145 41	107 66	356 40	18 60	85 76	....	619 50	65 00	6,031 58
Torrey	2,190 43	172 74	63 60	....	242 52	92 87	38 56	129 36	5 14	127 54	....	339 00	120 00	2,940 40
Totals	$33,450 91	$2,784 40	$3,180 97	$911 88	$2,384 82	$1,612 61	$780 80	$3,822 29	$412 98	$635 84	....	$5,296 71	$890 99	$49,579 34

RECAPITULATION OF EXPENDITURES.

COUNTIES.	Repair of highways, including materials and rental of machinery.	Repair of bridges.	Construction of new bridges.	Purchase, repair and storage of machinery.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Albany	$53,163 70	$7,126 81	$1,780 00	$1,893 39	$13,083 28	$679 93	....	$5,877 85	$1,257 29	$84,862 25
Allegany	92,460 93	17,025 86	12,998 43	6,750 15	6,324 79	5,326 01	$958 00	14,676 77	3,143 56	159,664 50
Broome	53,668 07	8,939 55	4,477 27	2,477 13	2,616 76	1,222 28	4 00	8,777 99	995 46	83,178 51
Cattaraugus	88,036 20	16,446 50	12,840 60	3,558 91	6,714 77	3,156 86	310 60	14,465 45	2,327 88	147,785 77
Cayuga	66,077 22	5,807 33	4,216 20	2,881 81	14,266 57	1,006 68	....	10,877 29	1,680 07	106,813 17
Chautauqua	85,925 28	15,162 66	18,335 69	4,922 40	10,891 32	2,080 74	1,254 96	15,239 62	2,350 52	156,163 19
Chemung	35,987 71	5,707 04	1,975 38	1,519 88	1,537 19	1,293 96	....	6,051 30	714 71	54,787 17
Chenango	69,940 19	9,494 32	4,038 47	3,735 70	2,893 44	1,805 05	2 00	10,891 79	934 73	103,735 69
Clinton	53,296 83	6,212 72	5,235 75	2,856 70	7,811 43	2,050 36	....	6,700 59	1,479 00	85,643 38
Columbia	61,437 44	7,516 47	15,808 98	3,556 45	8,404 24	747 44	4 25	12,804 77	1,713 46	111,993 50
Cortland	36,008 93	4,090 13	1,661 13	2,642 49	2,847 94	730 49	710 00	6,744 86	838 24	56,274 21
Delaware	104,607 75	11,492 80	4,638 38	5,562 14	3,735 52	3,858 35	845 34	11,769 84	1,857 18	148,367 30
Dutchess	92,899 32	7,662 00	6,075 24	2,875 67	9,525 77	2,697 91	....	13,574 20	1,989 86	137,299 97
Erie	24,209 68	17,613 11	19,657 71	4,517 98	11,529 40	858 25	....	16,754 11	2,374 50	197,514 74
Essex	74,950 16	8,812 57	6,559 98	7,850 15	11,718 64	10,217 27	91 00	10,898 35	3,318 71	134,416 83
Franklin	91,855 94	7,908 74	8,646 79	7,839 84	6,943 97	9,354 10	761 50	10,202 31	3,002 66	146,515 85
Fulton	28,119 71	3,418 31	1,401 35	1,378 22	7,905 38	1,749 21	340 50	4,390 41	1,515 00	50,218 09
Genesee	56,916 64	6,068 38	4,988 60	4,683 19	7,562 14	878 98	....	8,924 65	1,677 44	91,700 02
Greene	53,072 73	6,728 72	2,201 68	1,443 56	6,299 53	1,145 73	....	7,735 85	1,412 50	80,040 30
Hamilton	34,941 88	4,634 57	1,756 98	2,555 41	5,730 31	3,642 27	50 00	6,785 22	2,210 00	62,306 64
Herkimer	59,941 08	10,722 49	7,927 69	4,276 49	6,349 50	2,289 98	113 50	11,365 95	2,056 44	105,043 12
Jefferson	91,195 95	10,590 93	41,783 88	6,008 51	13,055 83	4,294 58	....	14,628 80	3,373 57	184,932 05
Lewis	62,497 99	9,478 97	7,978 85	7,066 12	4,457 51	5,287 41	100 00	10,243 47	1,992 96	109,103 28
Livingston	73,801 09	6,689 89	1,373 16	4,699 13	6,083 81	4,660 55	....	12,520 43	2,886 00	112,714 06
Madison	54,750 79	5,741 77	8,811 12	4,652 49	2,307 85	1,526 50	....	11,489 85	1,062 42	90,342 79
Monroe	97,213 82	7,643 22	6,976 83	4,632 15	5,376 95	4,316 36	100 00	14,116 04	2,294 70	142,670 07
Montgomery	33,379 20	7,918 06	10,195 98	4,212 15	9,228 05	2,085 65	710 20	7,009 28	1,045 00	75,783 57
Nassau	96,274 78	2,495 38	....	959 80	4,426 21	1,170 56	1,056 96	9,845 60	2,950 00	119,179 29
Niagara	52,231 17	11,016 07	1,672 36	3,466 28	2,256 75	2,428 43	....	7,182 80	2,160 00	82,413 86
Onedia	92,616 24	14,585 24	16,161 78	3,262 22	6,668 35	1,468 65	....	15,846 95	1,697 31	152,306 74
Onondaga	87,524 84	4,307 09	12,333 96	5,660 93	4,740 47	2,957 96	....	15,726 53	2,672 50	135,924 28
Ontario	82,985 19	7,867 36	3,353 25	7,597 23	8,415 45	1,987 49	138 60	11,367 88	1,566 62	125,279 07
Orange	95,634 56	8,847 10	7,480 98	4,262 48	5,464 66	2,064 99	402 40	11,743 45	2,385 09	138,285 71
Orleans	43,044 88	6,612 84	1,642 84	3,278 70	3,089 22	945 71	....	6,885 47	1,302 46	66,802 18

RECAPITULATION OF EXPENDITURES—*Concluded.*

COUNTIES.	Repair of highways, including materials and rental of machinery.	Repair of bridges.	Construction of new bridges.	Purchase, repair and storage of machinery.	Removal of obstructions caused by snow.	Other miscellaneous purposes.	Laying out, altering and discontinuing highways.	Compensation of superintendent of highways and deputy.	Allowance to supervisor and town clerk.	Total expenditures for all highway purposes.
Oswego	$65,669 87	$9,655 18	$2,823 87	$5,197 89	$13,056 59	$896 88	....	$11,189 17	$1,613 45	$110,102 90
Otsego	70,855 71	8,738 87	3,690 81	4,222 13	6,970 02	1,324 56	....	11,976 04	1,401 61	109,179 75
Putnam	27,210 54	2,314 47	....	579 95	1,600 94	123 40	....	2,319 85	998 00	35,147 15
Rensselaer	47,455 68	8,596 47	3,408 61	2,425 70	6,466 67	842 97	....	7,554 15	1,093 72	77,843 97
Rockland	36,484 37	4,620 59	2,548 77	694 07	1,930 88	573 33	....	5,040 14	1,560 00	53,452 15
St. Lawrence	175,309 08	15,554 83	7,362 18	12,942 46	6,219 67	7,086 24	....	17,074 24	3,230 26	244,778 96
Saratoga	57,260 78	8,413 76	1,752 19	2,414 87	17,656 85	1,326 51	$100 00	12,900 52	2,219 59	104,045 07
Schenectady	20,194 62	1,747 31	2,637 50	1,081 58	4,611 73	834 81	15 00	3,349 50	605 00	35,077 05
Schoharie	45,891 48	6,782 50	100 00	3,758 31	7,663 99	1,431 63	78 25	6,616 28	1,093 28	73,415 72
Schuyler	29,018 30	3,176 09	2,279 80	1,614 22	2,526 88	608 19	....	3,724 99	520 54	43,469 01
Seneca	28,848 20	2,203 00	2,236 20	1,946 00	5,113 71	283 82	....	6,058 86	1,280 00	47,969 79
Steuben	122,883 36	16,056 07	8,992 71	8,043 35	8,422 83	7,503 10	27 00	17,320 16	3,284 90	192,533 48
Suffolk	277,497 56	5,588 92	22,626 80	7,452 70	4,627 44	5,793 89	225 00	15,976 96	3,529 98	343,319 25
Sullivan	97,643 55	8,622 56	1,033 49	4,896 62	3,234 60	1,630 31	155 48	9,417 64	3,418 75	130,053 00
Tioga	40,021 05	9,311 89	3,714 23	2,782 60	3,452 56	1,115 78	222 00	6,679 26	1,311 50	68,610 87
Tompkins	43,367 54	5,997 81	12,765 09	2,690 71	6,056 66	537 12	....	5,954 71	951 41	78,321 05
Ulster	87,758 58	10,530 61	6,822 84	3,299 00	6,942 62	929 48	2 75	12,377 51	1,872 35	130,535 74
Warren	45,000 88	4,002 88	3,308 14	1,961 65	8,862 70	1,372 60	....	5,835 30	925 36	71,269 51
Washington	54,555 23	6,131 32	4,383 05	2,055 08	10,539 40	839 55	....	10,036 04	2,275 00	90,814 67
Wayne	76,105 30	4,020 64	2,479 29	4,546 93	11,366 49	1,702 93	25 00	10,269 13	2,328 64	112,844 35
Westchester	215,043 25	6,872 68	4,554 80	3,130 42	3,551 45	2,366 63	....	20,714 95	7,723 72	263,957 90
Wyoming	58,496 02	7,448 07	2,946 09	4,319 11	8,400 52	2,259 03	....	9,854 24	2,320 00	96,043 08
Yates	33,450 91	3,180 97	911 88	1,612 61	3,822 29	412 98	....	5,296 71	890 99	49,579 34
Totals	$4,136,689 75	$451,952 49	$370,365 63	$223,203 87	$383,360 49	$133,782 43	$8,804 29	$581,652 07	$112,685 89	$6,402,496 91

APPENDIX F.

FINANCIAL STATEMENT SHOWING EXPENDITURES BY DEPARTMENT FOR ALL PURPOSES FOR THE YEAR ENDING DECEMBER 31, 1910.

APPENDIX F.

The following table shows payments for salaries, traveling expenses and office expenses in administrative offices for year ending December 31, 1910:

1910.	Salaries.	Traveling expenses.	Office expenses and merchandise bills.
January	$6,717 63	$654 44	$1,837 10
February	6,735 90	516 12	1,712 85
March	6,582 58	890 22	1,412 64
April	6,978 23	1,148 71	1,031 30
May	6,904 18	527 24	3,267 16
June	7,339 70	723 88	1,138 65
July	7,415 28	1,668 26	3,454 45
August	7,628 85	771 02	1,815 23
September	7,646 03	948 28	864 74
October	6,672 83	1,532 65	2,568 17
November	6,667 35	1,352 67	1,308 83
December	6,956 52	1,382 94	2,349 30
	$84,245 08	$12,116 43	$22,760 42

Summary.

Salaries	$84,245 08
Traveling expenses	12,116 43
Office expenses and merchandise bills	22,760 42
Total	$119,121 93

The following tables show payments for salaries and traveling expenses in each of the six divisions; also in the bureau of plans and surveys and the bureau of research, for year ending December 31, 1910.

Division No. 1.

1910.	Salaries.	Traveling expenses.	Total.
January	$4,889 00	$627 89	$5,516 89
February	4,287 50	345 99	4,633 49
March	4,251 50	1,902 61	6,154 11
April	5,066 50	1,152 78	6,219 28
May	5,314 00	1,062 93	6,376 93
June	6,040 50	1,282 11	7,322 61
July	6,420 00	1,046 24	7,466 24
August	6,920 50	1,400 44	8,320 94
September	6,081 50	1,237 10	7,318 60
October	6,124 00	844 56	6,968 56
November	6,323 00	1,129 28	7,452 28
December	6,988 00	1,495 53	8,483 53
	$68,706 00	$13,527 46	$82,233 46

Division No. 2.

January	$6,503 50	$741 65	$7,245 15
February	5,906 50	487 49	6,393 99
March	6,711 00	600 01	7,311 01
April	9,166 50	1,812 74	10,979 24
May	10,298 50	2,469 52	12,768 02
June	11,691 00	2,480 34	14,171 34
July	13,033 00	2,162 62	15,195 62
August	12,793 50	3,102 50	15,896 00
September	11,558 50	2,300 86	13,859 36
October	11,588 50	1,897 42	13,485 92
November	11,738 50	2,049 51	13,788 01
December	11,364 67	1,237 59	12,602 26
	$122,353 67	$21,342 25	$143,695 92

Division No. 3.

1910.	Salaries.	Traveling expenses.	Total.
January	$5,278 00	$153 00	$5,431 00
February	4,502 50	105 12	4,607 62
March	4,790 50	309 61	5,100 11
April	5,118 00	649 68	5,767 68
May	5,310 50	747 92	6,058 42
June	5,738 50	779 01	6,517 51
July	6,532 00	927 96	7,459 96
August	7,094 50	956 25	8,050 75
September	6,812 50	1,179 25	7,991 75
October	6,854 00	1,545 92	8,399 92
November	7,138 00	1,927 09	9,065 09
December	8,209 50	1,355 86	9,565 36
	$73,378 50	$10,636 67	$84,015 17

Division No. 4.

January	$6,903 50	$139 77	$7,043 27
February	6,019 50	62 35	6,081 85
March	6,866 00	295 23	7,161 23
April	7,919 50	1,288 22	9,207 72
May	8,555 50	785 72	9,341 22
June	9,557 50	926 36	10,483 86
July	9,694 76	790 20	10,484 96
August	9,890 50	943 90	10,834 40
September	8,999 50	755 39	9,754 89
October	8,415 50	702 96	9,118 46
November	8,310 50	1,119 61	9,430 11
December	7,291 19	325 30	7,616 49
	$98,423 45	$8,135 01	$106,558 46

Division No. 5.

1910.	Salaries.	Traveling expenses.	Total.
January	$5,180 50	$175 85	$5,356 35
February	5,317 00	113 99	5,430 99
March	5,854 50	577 26	6,431 76
April	6,162 25	1,056 29	7,218 54
May	6,367 00	1,059 98	7,426 98
June	6,970 66	854 59	7,825 25
July	7,255 50	627 63	7,883 13
August	8,470 50	907 24	9,377 74
September	8,335 50	743 96	9,079 46
October	8,631 00	703 49	9,334 49
November	9,228 50	2,077 69	11,306 19
December	9,952 50	1,054 53	11,007 03
	$87,725 41	$9,952 50	$97,677 91

Division No. 6.

January	$2,333 00	$85 97	$2,418 97
February	2,635 00	36 88	2,671 88
March	2,585 50	537 59	3,123 09
April	3,350 50	881 89	4,232 39
May	3,469 00	292 39	3,761 39
June	4,089 00	445 31	4,534 31
July	4,605 00	584 96	5,189 96
August	5,544 50	838 62	6,383 12
September	5,488 50	699 57	6,188 07
October	5,445 50	425 07	5,870 57
November	5,257 00	402 08	5,659 08
December	5,321 50	343 81	5,665 31
	$50,124 00	$5,574 14	$55,698 14

Bureau of Plans and Surveys.

1910.	Salaries.	Traveling expenses.	Total.
January	$3,761 24	$3 92	$3,765 16
February	3,089 07	18 52	3,107 59
March	3,282 00	14 10	3,296 10
April	2,225 00	4 59	2,229 59
May	1,465 00	26 26	1,491 26
June	1,673 50	120 84	1,794 34
July	1,990 50	99 66	2,090 16
August	1,946 50	118 00	2,064 50
September	1,779 50	68 74	1,848 24
October	2,013 00	102 83	2,115 83
November	2,241 50	90 82	2,332 32
December	2,876 00	56 90	2,932 90
	$28,342 81	$725 18	$29,067 99

Bureau of Research.

January	$850 00	$36 90	$886 90
February	740 00	11 67	751 67
March	799 50	24 43	823 93
April	902 00	82 51	984 51
May	1,010 50	162 96	1,173 46
June	1,320 50	254 14	1,574 64
July	1,062 37	264 80	1,327 17
August	1,217 00	368 76	1,585 76
September	1,149 50	351 46	1,500 96
October	1,402 50	197 12	1,599 62
November	1,178 50	133 68	1,312 18
December	943 50	14 30	957 80
	$12,575 87	$1,902 73	$14,478 60

Summary.

	Salaries.	Traveling expenses.	Total.
Division No. 1..	$68,706 00	$13,527 46	$82,233 46
Division No. 2..	122,353 67	21,342 25	143,695 92
Division No. 3..	73,378 50	10,636 67	84,015 17
Division No. 4..	98,423 45	8,135 01	106,558 46
Division No. 5..	87,725 41	9,952 50	97,677 91
Division No. 6..	50,124 00	5,574 14	55,698 14
Bureau of Plans and Surveys..	28,342 81	725 18	29,067 99
Bureau of Research	12,575 87	1,902 73	14,478 60
Totals	$541,629 71	$71,795 94	$613,425 65

The following table shows salary and expenses of district superintendents for year ending December 31, 1910:

1910.	Salaries.	Traveling expenses.	Total.
January	$156 00	$45 26	$201 26
February	144 00	28 79	172 79
March	162 00	27 23	189 23
May	117 00	68 78	185 78
June	27 00	4 22	31 22
	$606 00	$174 28	$780 28

The following table shows expenditures for rents, printing, merchandise bills and supplies, for year ending December 31, 1910:

1910.	Amount.
January	$7,012 14
February	3,715 16
March	4,264 93
April	4,026 03
May	3,960 08
June	4,216 36
July	3,927 37
August	3,723 60
September	4,182 54
October	4,158 31
November	2,651 69
December	3,861 58
	$49,699 79

The following table shows payments to contractors for construction work under contract during year ending December 31, 1910:

1910.	State Funds.	County Funds.	Village Funds.	Total.
January	$99,514 77	$52,039 80	....	$151,554 57
February	23,066 33	5,429 40	....	28,495 73
March	33,501 01	21,520 43	....	55,021 44
April	4,451 68	3,653 82	....	8,105 50
May	67,701 15	30,882 67	....	98,583 82
June	253,953 48	104,093 69	$476 28	358,523 45
July	439,019 91	128,727 82	2,857 56	570,605 29
August	544,228 71	176,906 98	11,789 73	732,925 42
September	657,843 84	174,078 88	13,304 11	845,226 83
October	689,626 01	168,628 41	36,263 66	894,518 08
November	616,359 09	163,979 76	33,883 17	814,222 02
December	257,162 16	71,107 51	31,889 04	360,158 71
Total	$3,686,428 14	$1,101,049 17	$130,463 55	$4,917,940 86

The following table shows payments account of advertising for proposals for construction of roads for year ending December 31, 1910.

1910.	Amount.
March	$2,253 74
April	2,314 82
May	66 75
July	1,207 95
August	376 39
November	90 50
	$6,310 15

The following table shows payments for salaries, traveling expenses and office expenses in the Bureau of Town Highways for year ending December 31, 1910:

1910.	Salaries.	Traveling expenses.	Office expenses furniture and merchandise bills.
January	$2,022 00	$800 94	$482 36
February	1,879 00	993 46	212 61
March	2,078 50	995 39	935 48
April	1,934 00	1,072 60	371 76
May	1,922 00	1,006 07	405 54
June	1,688 83	1,213 97	48 15
July	1,720 30	945 25	139 73
August	1,624 81	882 96	....
September	1,635 81	630 56	635 26
October	2,232 77	1,292 83	2,070 84
November	2,250 11	861 17	182 05
December	2,291 17	779 77	315 06
	$23,279 30	$11,474 97	$5,798 84

Summary.

Salaries	$23,279 30
Traveling expenses	11,474 97
Office expenses, furniture and merchandise bills.	5,798 84
Total	$40,553 11

The following table shows payments for salaries, traveling expenses, furniture and office expenses in the Bureau of Maintenance and Repair for year ending December 31, 1910.

1910.	Salaries.	Traveling expenses.	Office expenses, furniture and merchandise bills.
January	$2,684 50	$470 46	$257 79
February	2,439 00	332 31	215 13
March	2,196 00	754 27	182 76
April	2,218 03	1,393 45	....
May	3,394 58	2,302 68	....
June	2,727 08	2,320 61	....
July	3,104 08	2,773 79	....
August	2,338 54	2,789 03	....
September	999 08	2,449 52	8 85
October	4,323 08	2,731 05	....
November	4,228 71	2,326 48	20 78
December	4,421 00	767 05	199 73
	$35,073 68	$21,410 70	$885 04

Summary.

Salaries	$35,073 68
Traveling expenses	21,410 70
Office expenses, furniture and miscellaneous bills.	885 04
Total	$57,369 42

The following table shows the total expenditure of State and county funds for the maintenance and repair of improved highways, including material furnished and work performed, also by patrol system for year ending December 31, 1910.

1910.	Paid by check.	Paid by county draft.
January	$240 79	....
February	756 96	$3,837 05
March	3,133 40	3,283 52
April	2,257 77	21,954 44
May	4,361 78	27,808 71
June	1,498 22	86,069 25
July	1,816 41	107,579 63
August	17,066 57	184,479 80
September	24,109 63	186,257 89
October	63,137 37	142 949 30
November	26,792 57	108,988 45
December	35,588 98	74,240 39
	$108,760 45	$947,448 43

Summary.

Paid by check	$180,760 45
Paid by county draft	947,448 43
Total	$1,128,208 88

The following table shows the total expenditure of State and county funds for reconstruction of improved highways by contract, including labor and necessary material, for year ending December 31, 1910.

1910.	Paid by check.	Paid by county draft.
January	$2,467 21	$2,649 53
February	....	....
March	129 73	20,992 00
April	1,388 78	4,571 54
May	....	16,038 32
June	....	56,410 26
July	207 16	84,124 21
August	2,346 23	101,937 39
September	1,968 70	170,534 83
October	....	225,670 75
November	6,853 82	209,944 07
December	8,630 70	86,622 34
	$23,992 33	$979,495 24

Summary.

Paid by check	$23,992 33
Paid by county draft	979,495 24
Total	$1,003,487 57

The following table shows payments of Comptroller's office expense charged to the account of the Commission of Highways for year ending December 31, 1910.

Clerk hire	$2,802 14
Traveling expense in delivering bonds to Manhattan Co.	61 50
Journal Co., advertising sale of bonds	1,948 80
Quayle & Sons, engraving bonds	3,500 00
J. B. Lyon Co., printing circulars	49 00

Arthur Mountain & Co., ledger, etc.	$45 50
Arthur Mountain & Co., books	52 75
Total	$8,459 69

RECAPITULATION.

For salaries, traveling expenses and office expenses in administrative offices	$119,121 93
For salaries and traveling expenses in the six divisions, bureau of plans and surveys and bureau of research	613,425 65
For rents, printing, merchandise bills and supplies	49,699 79
For payments to contractors for construction of roads	4,917,940 86
For payments to contractors for reconstruction of roads	1,003,487 57
For payments for maintenance and repair of improved roads	1,128,208 88
For salaries, traveling expenses and office expenses in the bureau of maintenance and repair	57,369 42
For advertising for proposals	6,310 15
For salaries and traveling expenses of district superintendent	780 28
For salaries, traveling expenses and office expenses in the bureau of town highways	40,553 11
For payments of comptroller's office expenses charged to the account of the commission of highways	8,459 69
Grand total	$7,945,357 33

APPENDIX G.

ORDER OF CONSTRUCTION FOR COUNTY HIGHWAYS, AS DESIGNATED BY THE BOARDS OF SUPERVISORS; TO BECOME EFFECTIVE WHEN EXISTING LISTS ARE EXHAUSTED.

APPENDIX G.

Order of construction for county highways, as designated by the boards of supervisors; to become effective when present lists are exhausted.

Order.	Pet. No.	NAME.	Town.	Miles.
		Albany County		
1....	877.......	Voorheesville–New Salem..........	New Scotland.............	3.06
2....	878.......	Shakers–Watervliet...............	Colonie..................	6.44
3....	1636.......	East Berne–Clyckman Church......	Berne and Knox...........	3.74
4....	712.......	Feura Bush–Indian Fields..........	Coeymans and New Scotland	8.37
5....	2493.......	Albany–Watervliet................	Colonie..................	2.45
6....	1530.......	Elsmere–Bethlehem Center.........	Bethlehem................	1.78
7....	....	Coeymans–Indian Fields...........	Coeymans.................	.....
8....	2498.......	Guilderland–Dunnsville...........	Guilderland..............	6.60
9....	393.......	Knox–Berne......................	Knox.....................	2.52
10....	875.......	Dunnsville–Altamont..............	Guilderland..............	2.78
11....	397–1354..	Dormansville–Westerlo–Fords Corners..........................	Westerlo.................	9.60
12....	919.......	Crescent Station–Crescent.........	Colonie..................	2.00
13....	2492.......	Guilderland Avenue...............	Guilderland..............	1.49
		Allegany.		
1....	1586–1595..	Wellsville–Hallsport, Part 1.........	Wellsville–Willing.........	4.30
2....	2889.......	Cuba–Clarksville, Part 1...........	Cuba.....................	4.00
3....	1563.......	Cuba–Clarksville, Part 2...........	Clarksville...............	3.00
4....	1563.......	Clarksville–Obi..................	Clarksville...............	3.00
5....	1570.......	Friendship–Wirt..................	Friendship...............	2.00
6....	1591.......	Wirt–Bolivar.....................	Wirt.....................	8.00
7....	1592.......	Bolivar–Genesee..................	Bolivar..................	3.50
8....	1572.......	Genesee–Portville................	Genesee..................	7.00
		Broome.		
1....	370–371...	Glen Aubrey–Whitney's Point.......	Nanticoke................	5.34
2....	552.......	Port Crane–North Fenton..........	Fenton...................	6.07
3....	570.......	Nineveh–Ouaquaga................	Colesville................	5.67
4....	2250.......	Maine–North.....................	Maine....................	1.50
5....	....	Conklin–State Line...............	Conklin..................	.....
6....	469.......	Whitney's Point–Triangle..........	Triangle..................	4.52
		Cattaraugus.		
1....	789.......	Gowanda–Dayton..................	Persia–Dayton............	4.50
2....	2784.......	Leon–Randolph, Part 1............	Leon.....................	4.00
3....	2785.......	Leon–Randolph, Part 2............	Conewango...............	7.50
4....	2786.......	Leon–Randolph, Part 3............	Randolph.................	0.50
		Cayuga.		
1....	1472.......	Moravia–Locke, Section 1..........	Moravia..................	0.50
2....	1473.......	Moravia–Locke, Section 2..........	Locke....................	4.40
3....	2254.......	Moravia–Locke, Section 3..........	Locke....................	1.89
		Chautauqua.		
1....	2325–2327..	Jamestown–Frewsburg, Sections 1 and 2..........................	Kiantone and Carroll......	4.28
2....	2320.......	Corry–Findley Lake, Part 1........	French Creek.............	6.50
3....	2304.......	Fredonia–Cassadaga...............	Pomfret..................	7.00
4....	2358–2320..	Corry–Findley Lake, Part 2........	French Creek and Mina...	4.20
5....	2337.......	Cassadaga–Sinclairville, Part 1......	Stockton.................	2.00
6....	2359.......	Findley Lake–Sherman, Part 1......	Mina.....................	5.12
7....	2356.......	Findley Lake–Sherman, Part 2......	Sherman..................	2.12
8....	2335.......	Cassadaga–Sinclairville, Part 2......	Charlotte.................	5.00
9....	2332.......	Sinclairville–Gerry................	Gerry....................	6.00
10....	2322.......	Jamestown–Stockton, Part 1........	Ellicott..................	4.00

APPENDIX G — (*Continued*).

Order.	Pet. No.	NAME.	Town.	Miles.
		CHEMUNG.		
1	2906	Elmira–Fitch Bridge	Elmira	2.00
		CORTLAND.		
1	912–27	Scott–Spafford, Part 1	Scott	2.55
2	912–42	Truxton–Chenango	Truxton	5.62
3	1435	Dryden Lake–Harford Mills, Parts 1 and 3	Harford	2.87
4	1420–2035	Cortland–Groton, Part 2	Cortlandville	2.25
5	1327	Cortland–McLean	Cortlandville	2.50
		DELAWARE.		
1	327	Bovina Center–South	Bovina	2.2
2	2912	Hobart	Stamford	2.00
3	2913	Hobart–Stamford	Harpersfield	3.00
4	2908	Delhi–Andes, Part 1	Delhi	6.00
5	2910	Delhi–Andes, Part 2	Bovina	4.00
6	2911	Delhi–Andes, Part 3	Andes	3.00
7	2909	Bloomville–Hobart	Kortright	8.00
		DUTCHESS.		
1	1024–2246	Lithgow–Amenia	Amenia–Washington	3.00
2	1025	Millerton–Indian Pond	Northeast	2.08
3	2393–2900	Fishkill Plains–Gay Head	East Fishkill	4.75
		ERIE.		
1	1837	Tonawanda Creek, Part 2	Tonawanda	1.77
2	1859	Wales Center	Wales	6.13
3	1845	Akron–Tonawanda Creek	Newstead	10.00
4	1862	Broadway–Depew	Cheektowaga	3.52
5	1863	Lancaster–Town Line	Lancaster	8.00
	V–70 and V–71	Depew Village–Lancaster Village	.....	.....
6	2914	Jamison–East Elma	Elma–Marilla	5.50
		ESSEX.		
1	1657–2861	Ticonderoga–Crown Point	Ticonderoga	6.00
2	1659	Port Henry–Westport, Part 1	Westport	6.50
	114	Port Henry Village	Moriah	
3	1661	Westport–Wadhams Mills–Whallenburg	Westport, Essex	6.00
4	1652	Lake Placid–Raybrook	North Elba	3.00
	1653	Raybrook–Saranac Lake	North Elba	3.00
5	2862	Bigelow Corners–Crown Point	Crown Point	4.25
		FRANKLIN.		
1	2871	Tupper Lake–Moody Road	Altamont	5.00
2	2869	North Bangor–South Bangor	Bangor	2.00
3	2870	Saranac Lake–Harriettstown	Harriettstown	4.50
4	2915	Malone–Constable	Malone	2.50
5	1707	Constable–Trout River Road	Constable	7.00
6	2869	South Bangor–West Bangor	Bangor	5.00
7	1999	Bangor–Dickinson	Dickinson	6.00
8	1714	Bangor–Reynoldston	Bangor–Brandon	4.00
		GENESEE.		
1	1794	Pavilion–Batavia, Part 1	Pavilion	3.50
2	1772	Corfu–Indian Falls, Part 1	Pembroke	2.00
3	1797	Darien Center, West	Darien	4.00
		GREENE.		
1	2400	Hunter–Windham	Jewett and Windham	5.57
2	2402	Hunter–Jewett Center	Jewett	6.10
		HAMILTON.		
1	1802	County Line–Long Lake, Part 1	Long Lake	4.58
2	1806	Eagle Bay–Sixth Lake	Inlet	3.50
3	1809	Piseco–Lake Pleasant	Arietta and Lake Pleasant	7.50

APPENDIX G — (*Continued*).

Order.	Pet. No.	NAME.	Town.	Miles.
		JEFFERSON.		
1	782–1029	Brownsville–Cape Vincent	Brownsville, Lyme and Cape Vincent	18.00
2	2387	Alexander Bay–Theresa, Part 2	Alexandria	3.50
3	1027	Ellisburg–Bellville	Ellisburg	2.29
		LEWIS.		
1	2641 (816–20) V–10	Copenhagen	Denmark	3.83
2	816–20; 816–21	Copenhagen–Lowville, Part 1	Harrisburg	4.50
		MADISON.		
1	V–61	Canastota Village	Lenox	1.60
2	2589	Bridgeport–Lakeport	Sullivan	5.15
3	2589	Lakeport–Oneida Lake	Sullivan	3.60
4	2586	Oneida–Lenox	Oneida	2.50
		NASSAU.		
1	2173	East Norwich–Memorial Cemetery	Oyster Bay	2.89
2	969	Glen Cove	Oyster Bay	1.50
3	650	Freeport	Hempstead	2.50
4	717–645–642	New Hyde Park–Manhasset–Great Neck	North Hempstead	2.00
		ONEIDA.		
1	2886–2887–2676	Deerfield–Trenton	Deerfield, Marcy and Trenton	10.00
2	2678	Rome–Higginsville–Durhamville	Verona and Rome	15.00
3	2866	Taberg–Florence, Part 2	Camden, Annsville and Florence	4.00
		ONONDAGA.		
1	1253–85	Baldwinsville–Euclid	Lysander	5.61
	1258½–105		Clay	
2	1253–83	Euclid–Cicero	Clay and Cicero	5.58
		OSWEGO.		
1	2486	Pulaski–Williamstown, Part 2	Albion	8.00
2		Village of Altmar	Albion	1.00
3	2202–2487	Volney–Palermo	Volney and Palermo	5.22
4	2858	Pulaski–Williamstown, Part 3	Williamstown	5.50
5	2281–2511	Cleveland–Central Square	Constantia, West Monroe and Hasting	14.00
6	1356–2367	Phoenix–Pennellville–Palermo	Schroppel	5.24
		OTSEGO.		
1	540–753, 106	Cherry Valley–East Springfield–Cherry Valley Village	Springfield and Cherry Valley	5.50
2	1406	Schenevus–Westford	Maryland and Westford	7.85
3	2567	Burlington Flats–Plainfield	Burlington	4.50
4	1342	Richfield Springs–Richfield	Richfield	3.00
5			Laurens	3.00
6	2808	Cooperstown–Oneonta	Hartwick	4.00
		PUTNAM.		
1	1167	Brewster–Carmel	Carmel & Southeast	4.24
2	1166	Oregon–Tompkins Corners	Putnam Valley	6.47
3	2535	Lake Mahopac–Mahopac Falls	Carmel	0.59
4	2536	Carmel Station–Lake Glenida	Carmel	0.50
		ST. LAWRENCE.		
1	1095	Waddington–Madrid, Part 1	Waddington	4.06
2	1075	Ogdensburg–Morristown, Part 2	Morristown	2.57
3	74	Norwood–Norfolk	Norfolk	3.33
4	1076	Morristown–Hammond, Part 1	Morristown	6.56
5	1077	Morristown–Hammond, Part 2	Hammond	9.33

APPENDIX G — (*Continued*).

Order.	Pet. No.	NAME.	Town.	Miles.
		ST. LAWRENCE — *Continued*		
6	1053-A	Parishville–Stafford Corners	Parishville	4.11
7	1059	Potsdam–Norwood	Potsdam	3.83
8	2852	Canton–Pierrepont, Part 1	Canton	5.00
9	2852	Canton–Pierrepont, Part 2	Pierrepont	3.00
		SCHENECTADY.		
1	1203	Esperance–Esperance Station	Duanesburg	1.40
2	1205–1604	Quaker St.–Central Bridge, Part 1	Duanesburg	2.51
3	1605	Duanesburg-Esperance	Duanesburg	5.10
4	1282–2791	Schenectady–Duanesburg, Part 2	Princetown and Duanesburg	5.75
		SCHUYLER.		
1	2758	Odessa–Alpine	Catharine	4.00
2	2760	Montour Falls–Odessa	Montour	2.00
3	2851	Tyrone–Reading	Tyrone	6.00
		STEUBEN.		
1	2857	Thurston–Campbell, Part 2	Campbell	1.80
2	2877	Atlanta–North Cohocton	Cohocton	1.00
3	2817	South Troupsburg–Troupsburg	Troupsburg	3.95
4	2876	Big Creek Road, Part 1	Hornellsville	1.00
5	2880	Big Creek Road, Part 2	Fremont	4.50
6	2878	Big Creek Road, Part 4	Avoca	3.25
		SUFFOLK.		
1	2885	Shelter Island–Sag Harbor	Southampton	3.00
2	2160	Shelter Island	Shelter Island	4.00
3	2859	Patchogue–Port Jefferson, Part 4	Brookhaven	4.00
4	2860	Patchogue–Port Jefferson, Part 3	Brookhaven	4.00
5	2860	Patchogue–Port Jefferson, Part 2	Brookhaven	4.00
6	2860	Patchogue–Port Jefferson, Part 1	Brookhaven	4.00
7	2151	Smithtown–Fort Salonga	Smithtown	7.00
		SULLIVAN.		
1	1214	Monticello–Mongaup Valley	Thompson	4.87
2	2516	Fosterdale–Mongaup Valley	Bethel and Cochecton	10.65
3	2517	Barryville–Yulan	Highland	4.00
4	2518	Grahamville-Claryville	Neversink	7.00
5	2519	Roscoe–Lewbeach	Rockland	10.00
6	2520	Basket–Acidalia	Fremont	5.00
7	1221	Liberty–Loch Sheldrake, Part 2	Fallsburg	5.00
8	2521	Hasbrouck–Hurleyville	Fallsburg	5.70
9	2522	Liberty–Loch Sheldrake, Part 1	Liberty	2.75
0	2522	Liberty–Stevensville, Part 1	Liberty	2.25
11	2523	Narrowsburg–Lava	Tusten	5.00
12	2524	Pond Eddy–Glen Spey	Lumberland	5.00
13	2525	Bloomingburg–Wurtsboro	Mamakating	4.00
14	2525	Wurtsboro–Rock Hill	Mamakating	4.00
15	2526	Rock Hill–Bridgeville	Thompson	3.50
16	2526	Bridgeville–Monticello	Thompson	3.50
17	2527	Forestburg–Rio	Forestburg	4.02
		TIOGA.		
1	2848–2637	Owego–Newark Valley	Owego and Newark Valley	6.00
2	2925	Newark Valley–Berkshire	Newark Valley	5.00
		TOMPKINS.		
1	1491–1431	Freeville–Groton	Groton and Dryden	6.00
2	1498	Ithaca–Kennedy's Corners	Ithaca	2.28
3	1690	Kennedy's Corners–Applegate–Enfield	Enfield	3.12
4	1499	Mitchell Street Extension	Ithaca	1.33
		WASHINGTON.		
1	2599	South Argyle–Argyle	Argyle	3.34
		WAYNE.		
1	1619	Macedon–Cator Four Corners	Macedon	1.17
2	2054	Clyde–Resort	Salem and Rose	3.87
3	1529	Lyons–Sodus Point, Part 1	Lyons	3.00

APPENDIX G — (*Concluded*).

Order.	Pet. No.	NAME.	Town.	Miles.
		WESTCHESTER.		
1	2166	Cross River–Craft's Corners	Lewisboro	6.00
2	2199	Woods Bridge–Lewis Corners	Bedford	4.60
3	2731	Portchester–Crystal Springs	Harrison	3.80
4	2197	Crystal Springs–Chappaqua–Millwood	North Castle, New Castle and Mount Pleasant	7.44
5	2166-A	Crafts Corners–Vista	Lewisboro	4.59
6	2199–2198	William's Corners–Scott's Corners	Bedford and Poundridge	6.25
7	2195	Pines Bridge–Bedford Town Line	Yorktown and New Castle	2.00
8	2196	Ossining–Millwood	New Castle and Ossining	2.80
9	2713	Valhalla Station–Sherman Park	Mount Pleasant	4.00
10	2809	Grant's Corners–Randall's Corners	North Salem	2.50
11	2810	Bailey's Corners–Ridgefield	North Salem	1.00
12	2811	Peekskill–Yorktown	Cortland and Yorktown	6.75
13	2812	White Hall–Wright's Corners	Somers	3.00
14	2813	Thorn's Corners–Teed's Corners	Somers	2.62
		WYOMING.		
1	1914	Castile–Castile Center	Castile	1.5
2	2865	Java Village–Java Center	Java	3.5
3	1925–1980	Bliss–Smith's Corners	Eagle and Wethersfield	3.5
4	1908	Bennington–Darien Center, Part 1	Bennington	2.5

APPENDIX H.

LIST OF PERMITS ISSUED.

APPENDIX H.

The following permits have been issued by the State Commission of Highways, under section 146, chapter 30, Laws of 1909, authorizing the performance of various work on State and county highways, which have been, or may hereafter be, improved by State aid:

PERMIT NO.	Date of approval.	Date of permit.	Issued to.	Road No.	County.
186	Dec. 27, 1909	Dec. 31, 1909	Federal Telephone & Telegraph Company	129	Erie.
187	Dec. 1, 1909	Jan. 12, 1910	New York Central & Hudson River Railroad Company	297	Oneida.
188	Oct. 23, 1909	Jan. 12, 1910	New York Central & Hudson River Railroad Company	740	Niagara.
189	Oct. 23, 1909	Jan. 12, 1910	New York Central & Hudson River Railroad Company	729	Niagara.
190	Oct. 23, 1909	Jan. 12, 1910	New York Central & Hudson River Railroad Company	276	Monroe.
191	Dec. 1, 1909	Jan. 12, 1910	New York Central & Hudson River Railroad Company	Pet 1845	Erie.
192	Oct. 23, 1909	Jan. 21, 1910	New York Central & Hudson River Railroad Company	Pet 2217	Erie.
193	Oct. 23, 1909	Jan. 21, 1910	Erie Railroad Company	526	Erie.
194	Jan. 25, 1910	Feb. 4, 1910	Long Island Motor Parkway, Inc	547	Nassau.
195	Jan. 25, 1910	Feb. 5, 1910	New York Telephone Company	794	Suffolk.
196	Feb. 8, 1910	Feb. 23, 1910	New York Telephone Company	51	Westchester.
197	Feb. 8, 1910	Feb. 23, 1910	Central New England Railway Company	549	Dutchess.
198	Feb. 8, 1910	Feb. 23, 1910	New York Telephone Company	50 519	Westchester.
199	Dec. 9, 1910	Mar. 4, 1910	New York Central & Hudson River Railroad Company	130	Erie.
200	Mar. 4, 1910	Mar. 9, 1910	Edison Light & Power Company	180	Montgomery.
201	Mar. 4, 1910	Mar. 10, 1910	Board of Water Commissioners of Newburgh	153	Orange.
202	Mar. 4, 1910	Mar. 17, 1910	Gleason & Child	State Route 31	Franklin.
03	Mar. 17, 1910	Mar. 28, 1910	Pittsburg Contracting Company	34	Westchester.
204	Mar. 17, 1910	Mar. 29, 1910	Albany Southern Railroad	202	Rensselaer.
205	April 12, 1910	April 15, 1910	Utica Gas & Electric Company	459	Herkimer.
206	April 12, 1910	April 15, 1910	Utica Gas & Electric Company	233	Herkimer.
207	April 12, 1910	April 18, 1910	Chazy Telephone Company	433	Clinton.
208	April 12, 1910	April 18, 1910	Shanley-Morrissey, Inc	59	Saratoga.
209	April 22, 1910	April 27, 1910	Rochester Railway & Light Company	169	Monroe.
210	April 22, 1910	May 4, 1910	American Pipe & Construction Company	43	Orange.
211	April 26, 1910	May 7, 1910	Westchester Lighting Company	51	Westchester.
212	April 26, 1910	May 7, 1910	Utica Gas & Electric Company	250	Oneida.
213	April 26, 1910	May 9, 1910	Henry C. Knoblauch	418	Warren.
214	April 26, 1910	May 7, 1910	New York Telephone Company	569	Putnam.
215	April 26, 1910	May 11, 1910	Millard & Lupton Company	62	Monroe.
216	May 5, 1910	May 17, 1910	Long Island Motor Parkway, Inc	794	Suffolk.
217	Mar. 22, 1910	May 17, 1910	Buffalo Southern Railway Company	68	Erie.

APPENDIX H — (*Continued*).

PERMIT NO.	Date of approval.	Date of permit.	Issued to	Road No.	County.
218	May 23, 1910	May 31, 1910	Rockland Light & Power Company	Pet 2682	Rockland.
219	May 23, 1910	June 1, 1910	Utica Gas & Electric Company	459	Herkimer.
220	May 23, 1910	June 2, 1910	Skaneateles Telephone Company	122 293 431	Onondaga.
221	May 23, 1910	June 8, 1910	Port Dickinson & Fenton Independent Telephone Company	134	Broome.
222	June 3, 1910	June 15, 1910	Producers Gas Company	5066	Cattaraugus.
223	June 13, 1910	June 16, 1910	Mohawk Gas Company	1	Schenectady.
224	June 13, 1910	June 18, 1910	Alfred Farnett	488	Onondaga.
225	June 13, 1910	June 21, 1910	Rochester Railway & Light Company	5	Monroe.
226	June 13, 1910	June 21, 1910	Rochester Railway & Light Company	172	Monroe.
227	June 13, 1910	June 21, 1910	Rochester Railway & Light Company	6	Monroe.
228	May 23, 1910	June 27, 1910	South Shore Traction Company	Route No. 35	Suffolk.
229	Mar. 17, 1910	June 30, 1910	Rensselaer Stone Company	439	Nassau.
230	July 27, 1910	July 28, 1910	Knickerbocker Portland Cement Company	341	Columbia.
231	July 27, 1910	July 28, 1910	Knickerbocker Portland Cement Company	650	Columbia.
232	July 11, 1910	Aug. 3, 1910	New York Telephone Company	Route No. 35	Suffolk.
233	July 11, 1910	Aug. 4, 1910	United Natural Gas Company	2	Erie.
234	Aug. 1, 1910	Aug. 6, 1910	New York Telephone Company	794	Suffolk.
235	Aug. 1, 1910	Aug. 6, 1910	Postal Telegraph-Cable Company	612	Dutchess.
236	Aug. 3, 1910	Aug. 6, 1910	Syracuse, Lake Shore & Northern Railroad Company	370	Oswego.
237	Aug. 1, 1910	Aug. 6, 1910	Hamlin Rural Telephone Company	81	Monroe.
238	Aug. 3, 1910	Aug. 6, 1910	Syracuse, Lake Shore & Northern Railroad Company	279	Oswego.
239	July 11, 1910	Aug. 10, 1910	Snyder Gas Company	69	Erie.
240	July 11, 1910	Aug. 10, 1910	Snyder Gas Company	584	Erie.
241	Aug. 3, 1910	Aug. 10, 1910	Postal Telegraph-Cable Company	Pet 2269	Washington.
242	June 27, 1910	Aug. 11, 1910	New York Central & Hudson River Railroad Company	398	Orleans-Monroe.
243	Aug. 11, 1910	Aug. 12, 1910	New York Central & Hudson River Railroad Company	657	Westchester.
244	Aug. 8, 1910	Aug. 11, 1910	New York Telephone Company	794	Suffolk.
245	July 27, 1910	Aug. 16, 1910	H. S. Kerbaugh, Inc	230	Ulster.
246	July 11, 1910	Aug. 22, 1910	Rochester Railway & Light Company	6	Monroe.
247	Aug. 22, 1910	Aug. 26, 1910	United Natural Gas Company	67	Erie.
248	Aug. 22, 1910	Aug. 26, 1910	United Natural Gas Company	128	Erie.
249	Aug. 22, 1910	Aug. 26, 1910	United Natural Gas Company	527	Erie.
250	Aug. 22, 1910	Aug. 26, 1910	United Gas and Electric Company	3	Oneida.
251	Aug. 22, 1910	Aug. 26, 1910	M. W. Becker	566	Albany.
252	July 27, 1910	Aug. 29, 1910	John Bowdish Gore	304	Montgomery.
253	Sept. 12, 1910	Sept. 12, 1910	New York Central & Hudson River Railroad Company	726	Madison.
254	Sept. 12, 1910	Sept. 17, 1910	New York Telephone Company	Route 35, Sec. 2	Suffolk.

255	Sept. 12, 1910	Sept. 17, 1910	Northern Central Railway Company	5015	Ontario.
256	Aug. 22, 1910	Sept. 20, 1910	Catskill Traction Company	Per 2398	Greene.
257	Aug. 22, 1910	Sept. 20, 1910	Catskill Traction Company	613	Greene.
258	Sept. 10, 1910	Sept. 21, 1910	New York Central & Hudson River Railroad Company	832	Niagara.
259	Sept. 10, 1910	Sept. 21, 1910	New York Telephone Company	R. 35, Secs 2&3	Suffolk.
260	Sept. 20, 1910	Sept. 24, 1910	Syracuse, Lake Shore & Northern Railroad Company	825	Oswego.
261	Sept. 20, 1910	Sept. 24, 1910	Rochester Railway & Light Company	254	Monroe.
262	Sept. 12, 1910	Oct. 5, 1910	New York Telephone Company	287	Rensselaer.
263	Sept. 12, 1910	Oct. 5, 1910	New York Telephone Company	792	Albany.
264	Sept. 12, 1910	Oct. 5, 1910	New York Telephone Company	Per 2498	Albany.
265	Sept. 26, 1910	Oct. 10, 1910	New York Telephone Company	577	Schenectady.
266	Sept. 26, 1910	Oct. 10, 1910	Municipal Gas Company	508	Albany.
267	Sept. 26, 1910	Oct. 10, 1910	Municipal Gas Company	193	Albany.
268	Oct. 4, 1910	Oct. 17, 1910	Colden-West Falls Telephone Company	866 751	Erie.
269	Sept. 26, 1910	Oct. 10, 1910	New York Telephone Company	768	Westchester.
270	Oct. 4, 1910	Oct. 10, 1910	Adirondack Home Telephone Company	701	Franklin.
271	Oct. 10, 1910	Oct. 13, 1910	H. S. Kerbaugh, Inc	10	Westchester.
272	Oct. 10, 1910	Oct. 13, 1910	H. S. Kerbaugh, Inc	20	Westchester.
273	Oct. 10, 1910	Oct. 13, 1910	H. S. Kerbaugh, Inc	20	Westchester.
274	Oct. 10, 1910	Oct. 13, 1910	New York Telephone Company	756	Essex.
275	Oct. 10, 1910	Oct. 13, 1910	New York Telephone Company	736	Warren.
276	Oct. 10, 1910	Oct. 13, 1910	New York Telephone Company	658	Essex.
277	Oct. 10, 1910	Oct. 17, 1910	Christian Church	304	Montgomery.
278	Oct. 10, 1910	Oct. 17, 1910	Newburg Light, Heat & Power Company	5007	Orange.
279	Oct. 10, 1910	Oct. 22, 1910	New York Telephone Company	276	Monroe.
280	Oct. 17, 1910	Oct. 22, 1910	Northern Westchester Lighting Company	143 587	Westchester.
281	Oct. 17, 1910	Oct. 22, 1910	New York Telephone Company	5039	Albany-Schoharie.
282	Oct. 24, 1910	Nov. 5, 1910	A. L. Swett Electric Light & Power Company	5025	Orleans.
283	Oct. 24, 1910	Nov. 5, 1910	New York Telephone Company	547	Nassau.
284	Oct. 24, 1910	Nov. 5, 1910	New York Central & Hudson River Railroad Company	30	Jefferson.
285	Nov. 9, 1910	Nov. 11, 1910	New York Telephone Company	273	Seneca.
286	Nov. 9, 1910	Nov. 11, 1910	New York Telephone Company	505	Chenango.
287	Nov. 9, 1910	Nov. 11, 1910	New York Telephone Company	616	Tompkins.
288	Nov. 9, 1910	Nov. 11, 1910	New York Telephone Company	72 483	Tompkins.
289	Nov. 9, 1910	Nov. 12, 1910	The Adirondack Home Telephone Company	735	St. Lawrence.
290	Nov. 9, 1910	Nov. 24, 1910	Elmira Water, Light and Railroad Company	29	Chemung.
291	Nov. 9, 1910	Nov. 12, 1910	Despatch Heat, Light & Power Company	94	Monroe.
292	Nov. 9, 1910	Nov. 15, 1910	New York Telephone Company	780	Westchester.
293	Nov. 9, 1910	Nov. 17, 1910	New York Telephone Company	5008	Suffolk.
294	Nov. 9, 1910	Nov. 17, 1910	Rochester Railway & Light Company	494	Monroe.
295	Nov. 22, 1910	Nov. 22, 1910	United Natural Gas Company	128	Erie.
296	Nov. 22, 1910	Nov. 22, 1910	United Natural Gas Company	67	Erie.
297	Nov. 22, 1910	Nov. 22, 1910	United Natural Gas Company	68	Erie.
298	Nov. 15, 1910	Nov. 23, 1910	New York Telephone Company	193	Albany.
299	Oct. 17, 1910	Dec. 2, 1910	Commission to Select Site for N. Y. State Training School for Boys		Westchester.

APPENDIX H — (*Concluded*).

PERMIT NO.	Date of approval.	Date of permit.	Issued to	Road No.	County.
300	Oct. 17, 1910	Dec. 2, 1910	Commission to Select Site for N. Y. State Training School for Boys	149	Westchester.
301	Nov. 16, 1910	Dec. 7, 1910	Lehigh Valley Railway Company	203	Ontario.
302	Nov. 22, 1910	Dec. 10, 1910	Pennsylvania Railroad Company	642	Erie.
303	Dec. 6, 1910	Dec. 10, 1910	New York Telephone Company	456	Herkimer.
304	Dec. 6, 1910	Dec. 10, 1910	New York Telephone Company	133	Herkimer.
305	Dec. 6, 1910	Dec. 10, 1910	New York Telephone Company	463	Herkimer.
306	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	297	Oneida.
307	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	564	Oneida.
308	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	438	Oneida.
309	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	296	Oneida.
310	Dec. 15, 1910	Dec. 19, 1910	New York Telephone Company	459	Herkimer.
311	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	128	Erie.
312	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	387	Orleans.
313	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	393	Orleans.
314	Dec. 15, 1910	Dec. 27, 1910	New York Telephone Company	393	Orleans.

APPENDIX I.

Showing all Proposals Received and Awards Made for the Improvement of State and County Highways, and for the Repairs of Improved Highways.

APPENDIX I.

The following proposals were received and contracts awarded during 1910 for the construction of State routes and county highways by State aid, and for the maintenance and repair of county highways heretofore improved by State aid.

FEBRUARY 14, 1910.

ROAD NO. 323 — RESERVATION-OVID, SENECA COUNTY; LENGTH 3.86 MILES.

Guy B. Dickinson, Syracuse, N. Y.	$42,091 14
J. G. Hayes & Co., Big Run, Pa.	44,621 74
F. A. Brotsch, Jr., Rochester, N. Y.	43,507 41
H. C. Schroeder, Rochester, N. Y.	41,247 00
Henry P. Burgard Co., Buffalo, N. Y.	45,712 14
J. H. Conners, Fulton, N. Y.	43,596 03

Awarded to H. C. Schroeder.

ROAD NO. 350 — HIGHLAND-GARDNER, ULSTER COUNTY; LENGTH 3.76 MILES.

Joseph Walker, New Paltz, N. Y.	$79,950 00
James E. Martin, Poughkeepsie, N. Y.	77,821 00
General Construction Co., Bridgeport, Conn.	76,990 00
Henry P. Burgard Co., Buffalo, N. Y.	86,094 54
DeGraff & Hogeboom, Bloomington, N. Y.	78,992 07
Thomas O'Hern, Yonkers, N. Y.	81,105 39
Mohawk Engr. & Con. Co., Schenectady, N. Y.	77,987 00

Awarded to General Construction Co.

ROAD NO. 5000 — SAUGERTIES-KINGSTON, ULSTER COUNTY; LENGTH 2.32 MILES.

John E. Consalus, New York city............	$24,685 00
DeGraff & Hogeboom, Bloomington, N. Y......	25,400 00
James E. Martin, Poughkeepsie, N. Y........	28,399 00
Alonzo Schaupp, Albany, N. Y..............	26,170 00
Henry P. Burgard Co., Buffalo, N. Y.........	29,999 90

Awarded to John E. Consalus.

ROAD NO. 5001 — LLOYD TOWN LINE-MILTON, ULSTER COUNTY; LENGTH 1.57 MILES.

Henry P. Burgard Co., Buffalo, N. Y........	$21,966 05
James E. Martin, Poughkeepsie, N. Y.........	19,198 00
DeGraff & Hogeboom, Bloomington, N. Y.....	21,000 00
Mohawk Engr. & Con. Co., Schenectady, N. Y..	19,980 00
Joseph Walker, New Paltz, N. Y.............	21,998 00
General Constr. Co., Bridgeport, Conn........	18,998 00

Awarded to General Construction Co.

ROAD NO. 397 — CANAJOHARIE-FLAT CREEK-BLAINE, MONTGOMERY COUNTY; LENGTH 6.67 MILES.

James Anderson, New Haven, N. Y..........	$76,202 75
Joseph Walker, New Paltz, N. Y.............	78,546 00
S. B. Van Wagonan, Rondout, N. Y..........	76,000 00
James E. Martin, Poughkeepsie, N. Y.........	73,454 00
Almahar Constr. Co., Albany, N. Y...........	84,256 00

Awarded to James E. Martin.

ROAD NO. 5028 — EAST CREEK-ST. JOHNSVILLE, MONTGOMERY COUNTY; LENGTH 3.73 MILES.

Henry P. Burgard Co., Buffalo, N. Y.........	$68,025 27
Brown & Lowe, Schenectady, N. Y..........	70,776 00
Almahar Constr. Co., Albany, N. Y..........	72,346 00
Joseph Walker, New Paltz, N. Y............	69,300 00

James E. Martin, Poughkeepsie, N. Y........	$66,498 00
Mohawk Engr. & Con. Co., Schenectady, N. Y..	62,980 00

Awarded to Mohawk Engineering & Constructing Co.

ROAD NO. 548 — BERRY HILL, NASSAU COUNTY; LENGTH 7.59 MILES.

New Commonwealth Con. Co., New York city..	$64,862 43
John F. Clancy, Astoria, L. I...............	55,498 00
Barber Asphalt Paving Co., New York city....	67,340 07
Henry J. Mullen, Jamaica, L. I.............	56,993 55
Henry P. Burgard Co., Buffalo, N. Y.........	64,557 65
T. L. Huston, Havana, Cuba.................	64,088 00
Twombly & Eldert, Jamaica, L. I............	60,300 24
Andrews Bros., Mineola, L. I...............	65,666 45
Powers & Wheeler, Oyster Bay, L. I..........	59,735 00
Frank J. Gallagher, Brooklyn, N. Y..........	62,384 59
Thomas O'Hern, Yonkers, N. Y.............	63,999 75
Herlihy Cont. Co., Glens Falls, N. Y.........	61,049 00

Awarded to John F. Clancy.

ROAD NO. 610 — MECHANICVILLE-MALTA, SARATOGA COUNTY; LENGTH 7.42 MILES.

New Commonwealth Con. Co., New York......	$97,126 41
Thos. F. Shaughnessy & Co., Albany, N. Y.....	89,640 11
Herlihy Cont. Co., Glens Falls, N. Y.........	87,308 00
James Anderson, New Haven, N. Y..........	96,606 94
Gailor & Fox, Saratoga Springs.............	102,553 08
Buckley Constr. Co., Plattsburg, N. Y........	103,045 00
Brown & Lowe, Schenectady, N. Y..........	108,428 88
James E. Martin, Poughkeepsie, N. Y........	95,449 00
Edward F. Garling, Schenectady, N. Y........	115,740 00
Henry P. Burgard Co., Buffalo, N. Y.........	90,497 65
Joseph Walker, New Paltz, N. Y.............	91,999 50
Linehan & Burnham Co., Glens Falls, N. Y....	94,396 36
Newport Constr. Co., Newport, N. Y.........	109,289 31

Awarded to Herlihy Contracting Co.

ROAD NO. 842 — WATERFORD, SECTION 1, SARATOGA COUNTY; LENGTH 0.27 MILES.

Barber Asphalt Paving Co., New York city...	$3,673 44
Kennedy & Easton, Albany, N. Y.	3,294 00
M. F. Dollard, Albany, N. Y.	4,287 95
James E. Martin, Poughkeepsie, N. Y.	4,323 00

Awarded to Kennedy & Easton.

ROAD NO. 565 — WATERTOWN-THERESA, SECTION 1, JEFFERSON COUNTY; LENGTH 7.35 MILES.

P. H. Murray, Rochester, N. Y.	$85,537 00
Burns Bros. & Haley, Watertown, N. Y.	94,598 75
Buckley Constr. Co., Plattsburg, N. Y.	90,679 00
Henry P. Burgard Co., Buffalo, N. Y.	93,382 60
Newport Constr. Co., Newport, N. Y.	93,444 80
Herlihy Cont. Co., Glens Falls, N. Y.	81,850 00
Brown & Lowe, Schenectady, N. Y.	92,927 00
Semper Bros., Watertown, N. Y.	91,873 00
A. J. Rockwood, Rochester, N. Y.	89,800 00
Chambers & Grady, Rochester, N. Y.	87,831 00

Awarded to Herlihy Contracting Co.

ROAD NO. 624 — CARTHAGE-WILNA, JEFFERSON COUNTY; LENGTH 3.09 MILES.

P. H. Murray, Rochester, N. Y.	$35,185 00
Buckley Constr. Co., Plattsburg, N. Y.	38,776 00
Brown & Lowe, Schenectady, N. Y.	42,303 00
Wm. C. Evans, Ambler, Pa.	43,527 40
Burns Bros. & Haley, Watertown, N. Y.	38,514 05
Semper Bros., Watertown, N. Y.	40,783 00
Henry P. Burgard Co., Buffalo, N. Y.	38,180 85

Awarded to P. H. Murray

Road 5005 — Black River-Watertown, Jefferson County; Length 4.84 Miles.

Buckley Constr. Co., Plattsburg, N. Y.	$67,260 00
Semper Bros., Watertown, N. Y.	63,763 00
Henry P. Burgard Co., Buffalo, N. Y.	65,288 90
Brown & Lowe, Schenectady, N. Y.	70,454 80
A. J. Rockwood, Rochester, N. Y.	62,500 00
Burns Bros. & Haley, Watertown, N. Y.	62,289 40
P. H. Murray, Rochester, N. Y.	59,400 00

Awarded to P. H. Murray.

Road No. 583 — Couse-Luther, Rensselaer County; Length 3.40 Miles.

Buckley Constr. Co., Plattsburg, N. Y.	$46,291 00
H. B. Sproul, Peekskill, N. Y.	42,000 00
W. M. Achison, Troy, N. Y.	37,154 20
Joseph Walker, New Paltz, N. Y.	39,950 00

Awarded to W. M. Achison.

Road No. 631 — Eagle Mills-Clum's Corners, Rensselaer County; Length 2.25 Miles.

Almahar Cont. Co., Albany, N. Y.	$30,275 00
M. F. Dollard, Albany, N. Y.	27,154 24
James Anderson, New Haven, N. Y.	25,867 00
Corliss Con. Co., Troy, N. Y.	23,156 63
William M. Achison, Troy, N. Y.	23,076 30
H. B. Sproul, Peekskill, N. Y.	28,500 00

Awarded to W. M. Achison.

Road No. 5029 — Schodack Center-Valatie, Part 2, Rensselaer County; Length 2 Miles.

M. F. Dollard, Albany, N. Y.	$51,630 42
Thos. F. Shaughnessy & Co., Albany, N. Y.	44,062 20
James Anderson, New Haven, N. Y.	41,176 00

S. B. Van Wagonen, Rondout, N. Y.	$47,939 00
Mohawk Engr. & Con. Co., Schenectady, N. Y.	46,587 00
Rockefeller Bros., Brooklyn, N. Y.	48,984 65
Lane Construction Co., Meridan, Conn.	45,300 00
Joseph Walker, New Paltz, N. Y.	47,078 05
Wiltsie & Rigney, Rensselaer, N. Y.	58,292 90
Harvey B. Sproul, Peekskill, N. Y.	51,000 00

Awarded to T. F. Shaughnessy & Co.

ROAD NO. 637 — MANCHESTER-VICTOR, ONTARIO COUNTY; LENGTH 5.30 MILES.

Hagaman, Miller & Hagaman, Rochester, N. Y.	$48,517 00
H. C. Schroeder, Rochester, N. Y.	50,523 00
Creeden & Pitou, New York, N. Y.	53,360 00
Frederick A. Brotsch, Rochester, N. Y.	51,829 40
Guy B. Dickinson, Syracuse, N. Y.	51,849 40
Monroe Roads Co., Pittsford, N. Y.	52,651 00
Henry P. Burgard Co., Buffalo, N. Y.	57,733 80
Mosier & Summers, Buffalo, N. Y.	53,268 35
Whitmore, Rauber & Vicinius, Rochester, N. Y.	51,575 00
Hucknall Con. Co., Albion, N. Y.	50,877 60
Chambers & Grady, Rochester, N. Y.	49,344 40

Awarded to Hagaman, Miller & Hagaman.

ROAD NO. 638 — GENEVA, ONTARIO COUNTY; LENGTH 1.02 MILES.

Whitmore, Rauber & Vicinius, Rochester, N. Y.	$10,785 00
H. C. Schroeder, Rochester, N. Y.	11,107 00
J. G. Hayes & Co., Big Run, Pa.	11,262 00
Monroe Roads Co., Pittsford, N. Y.	11,241 00
Frederick A. Brotsch, Jr., Rochester, N. Y.	10,746 70

Awarded to Frederick A. Brotsch, Jr.

ROAD NO. 724 — GREENWICH-BATTENVILLE, WASHINGTON COUNTY; LENGTH 3.98 MILES.

Buckley Constr. Co., Plattsburg, N. Y.	$46,029 00
Herlihy Cont. Co., Glens Falls, N. Y.	34,749 26
James Anderson, New Haven, N. Y.	35,910 00
Cunningham & Woodward, Sandy Hill, N. Y.	37,116 78
Flood & Van Wirt Co., Sandy Hill, N. Y.	37,263 70
Almahar Cont. Co., Albany, N. Y.	35,634 00

Awarded to Herlihy Contracting Co.

ROAD NO. 5033 — SALEM-GRANVILLE, PART 1, WASHINGTON COUNTY; LENGTH 2.96 MILES.

John Harrigan, New York, N. Y.	$29,684 75
Almahar Cont. Co., Albany, N. Y.	29,583 00
Buckley Constr. Co., Plattsburg, N. Y.	35,690 00
R. Hopkins, Troy, N. Y.	28,300 00
Cunningham & Woodward, Sandy Hill, N. Y.	28,929 34
T. H. Gill Co., Boston, Mass.	31,182 60
Herlihy Cont. Co., Glens Falls, N. Y.	33,329 00

Awarded to R. Hopkins.

ROAD 728 — STATE LINE-ORANGEBURG, ROCKLAND COUNTY; LENGTH 2.82 MILES.

James E. Martin, Poughkeepsie, N. Y.	$34,343 00
General Constr. Co., Bridgeport, Conn.	36,000 00
Henry P. Burgard Co., Buffalo, N. Y.	37,889 85
Mohawk Engr. & Con. Co., Schenectady, N. Y.	33,987 00
H. G. Herring, Jr., & Co., Hillsdale, N. J.	32,100 00
H. B. Sproul, Peekskill, N. Y.	35,000 00

Awarded to H. G. Herring, Jr., & Co.

ROAD NO. 5002 — CONGERS-LONG CLOVE, ROCKLAND COUNTY; LENGTH 1.61 MILES.

H. G. Herring, Jr., & Co., Hillsdale, N. J.	$17,912 00
H. B. Sproul, Peekskill, N. Y.	17,489 00

James E. Martin, Poughkeepsie, N. Y.	$19,696 00
Creeden & Pitou, New York, N. Y.	22,700 00
Henry P. Burgard Co., Buffalo, N. Y.	21,843 86
General Constr. Co., Bridgeport, Conn.	18,790 00

Awarded to H. B. Sproul.

Total awards on February 14, 1910	$897,083 66

FEBRUARY 16, 1910.

Road No. 735 — Potsdam-Colton, St. Lawrence County; Length 7.90 Miles.

P. H. Murray, Rochester, N. Y.	$94,000 00
Burns Bros. & Haley, Watertown, N. Y.	101,800 00
Brown & Lowe, Schenectady, N. Y.	93,568 96
Buckley Constr. Co., Plattsburg, N. Y.	94,000 00
A. J. Rockwood, Rochester, N. Y.	91,000 00
Wm. C. Evans, Ambler, Pa.	95,300 00
Joseph H. Conners, Fulton, N. Y.	99,776 76

Awarded to A. J. Rockwood.

Road No. 5032, Potsdam-Canton, St. Lawrence County; Length 5 Miles.

P. H. Murray, Rochester, N. Y.	$54,961 00
Jos. McCormick, E. Providence, R. I.	71,955 00
Buckley Constr. Co., Plattsburg, N. Y.	58,000 00
Semper Bros., Watertown, N. Y.	59,763 00
Wm. C. Evans, Ambler, Pa.	59,800 00
Brown & Lowe, Schenectady, N. Y.	55,088 70

Awarded to P. H. Murray.

Road No. 762 — Craryville-State Line, Columbia County; Length 6.02 Miles.

Thomas O'Hern, Yonkers, N. Y.	$73,762 58
DeGraff & Hogeboom, Bloomington, N. Y.	75,000 00
Lane Constr. Co., Meriden, Conn.	75,800 00

T. L. Huston, Havana, Cuba	$76,511 80
Joseph Walker, New Paltz, N. Y	71,486 54
Henry P. Burgard Co., Buffalo, N. Y	75,000 00
Jos. McCormick, E. Providence, R. I	84,748 00

Awarded to Jos. Walker.

ROAD NO. 5004 — BLUE STORES-LIVINGSTON, COLUMBIA COUNTY; LENGTH 2.50 MILES.

Joseph Walker, New Paltz, N. Y	$30,600 00
H. S. Williams, Clermont, N. Y	31,985 00
Rockefeller Bros., Brooklyn, N. Y	32,998 24
Jos. McCormick, E. Providence, R. I	39,957 00

Awarded to Jos. Walker.

ROAD NO. 776 — WEST PLATTSBURG, CLINTON COUNTY; LENGTH 7.26 MILES.

Brown & Lowe, Schenectady, N. Y	$68,356 00
Buckley Constr. Co., Plattsburg, N. Y	69,490 00
Almahar Cont. Co., Albany, N. Y	73,006 00
Creeden & Pitou, New York city	78,850 00

Awarded to Brown & Lowe.

ROAD NO. 775 — GOLDEN'S BRIDGE-CROTON FALLS, WESTCHESTER COUNTY; LENGTH 4.42 MILES.

Joseph Walker, New Paltz, N. Y	$44,722 00
Ryan & Yale, Brewster, N. Y	43,990 00
Lane Constr. Co., Meriden, Conn	44,383 00
Molloy & Murray, Yonkers, N. Y	50,292 00
Decicco Constr. Co., Larchmont, N. Y	51,408 50
Frank G. Fowler Cont. Co., Mt. Kisco, N. Y	41,537 00
Wm. F. McCabe, White Plains, N. Y	45,487 50
H. B. Sproul, Peekskill, N. Y	41,814 00
James E. Martin, Poughkeepsie, N. Y	46,997 00
F. J. Merritt, White Plains, N. Y	57,700 00

Awarded to Frank G. Fowler Cont. Co.

ROAD NO. 780 — WHITE PLAINS TOWN LINE-HARRISON, WESTCHESTER COUNTY; LENGTH 2.91 MILES.

A. R. Tibbitts Cont. Co., Mt. Vernon, N. Y....	$37,271	89
James E. Martin, Poughkeepsie, N. Y.........	38,674	00
Wm. F. McCabe, White Plains, N. Y.........	34,460	00
Barber Asphalt Paving Co., New York city....	38,120	59
New Commonwealth Cont. Co., New York city..	36,321	40
White & Colligan, Purchase, N. Y............	34,413	22
H. B. Sproul, Peekskill, N. Y...............	36,827	00
Henry P. Burgard Co., Buffalo, N. Y.........	40,000	00
Frank E. Murray Cont. Co., Port Chester, N. Y.	37,459	58
Decicco Cont. Co., Larchmont, N. Y..........	42,198	06

Awarded to White & Colligan.

ROAD NO. 5003 — ARMONK-BRYAM LAKE, WESTCHESTER COUNTY, LENGTH 3.44 MILES.

Henry P. Burgard, Buffalo, N. Y............	$43,000	00
Joseph Walker, New Paltz, N. Y.............	41,965	10
Freeman H. Merritt, White Plains, N. Y......	61,437	00
Molloy & Murray, Yonkers, N. Y.............	49,460	00
James E. Martin, Poughkeepsie, N. Y........	46,494	00
W. F. McCabe, White Plains, N. Y...........	47,970	00
Frank C. Fowler Cont. Co., Mt. Kisco, N. Y...	42,682	00
H. B. Sproul Peekskill, N. Y...............	42,990	00
Barber Asphalt Paving Co., New York city....	46,621	93
O'Rourke Bros., Yonkers, N. Y..............	43,800	00

Awarded to Joseph Walker.

ROAD NO. 789 — MARIAVILLE-MONTGOMERY COUNTY LINE, SCHENECTADY COUNTY; LENGTH 5.75 MILES.

Almahar Cont. Co., Albany, N. Y............	$63,781	00
Jos. Walker, New Paltz, N. Y..............	60,978	00
Dorpian City Cont. Co., Schenectady, N. Y....	76,625	20
James Anderson, New Haven, N. Y..........	65,610	00
James E. Martin, Poughkeepsie, N. Y........	65,983	00
Mohawk Engr. & Cont. Co., Schenectady, N. Y.	63,987	00

Awarded to Joseph Walker.

ROAD NO. 5030 — SCOTIA-WYATTS, SCHENECTADY COUNTY; LENGTH 2.25 MILES.

Barber Asphalt Paving Co., New York city....	$25,735 19
Corlear Cont. Co., Schenectady, N. Y.........	31,000 00
C. W. Trumbull, Schenectady, N. Y..........	22,985 00
Chas. V. Boughton, Troy, N. Y...............	23,774 53
Dorpian City Cont. Co., Schenectady, N. Y....	24,198 00
James E. Martin, Poughkeepsie, N. Y........	25,470 00
Alonzo Schaupp, Albany, N. Y...............	23,700 00
Thomas F. Shaughnessy & Co., Albany, N .Y..	23,000 00
H. P. Burgard Co., Buffalo, N. Y............	26,000 00
Brown & Lowe, Schenectady, N. Y............	20,862 32
James Anderson, New Haven, N. Y..........	22,243 00
John S. Mace, Jr., Watervliet, N. Y..........	23,104 24
Mohawk Engr. & Cont. Co., Schenectady, N. Y.	21,997 00

Awarded to Brown & Lowe.

ROAD NO. 797 — HUNTER-WINDHAM, SECTION 2, GREENE COUNTY; LENGTH 3.39 MILES.

Thomas O'Hern, Yonkers, N. Y.............	$41,865 44
Joseph Walker, New Paltz, N. Y............	42,490 00
Creeden & Pitou, New York city.............	44,800 00
S. B. Van Wagonen, Rondout, N. Y..........	39,543 00
McNamee & Rice, Rondout, N. Y............	42,600 00

Awarded to S. B. Van Wagonen.

ROAD NO. 5027 — CATSKILL-SAUGERTIES, PART 1, GREENE COUNTY; LENGTH 2 MILES.

DeGraff & Hogeboom, Bloomington, N. Y.....	$27,000 00
McNamee & Rice, Rondout, N. Y...........	27,576 39
Edward Johnson, Catskill, N. Y.............	28,060 95
Thomas O'Hern, Yonkers, N. Y.............	27,310 87
Henry P. Burgard Co., Buffalo N. Y.........	29,100 00
John E. Consalus, New York city...........	27,432 00
M. F. Dollard, Albany, N. Y.................	30,744 55

Awarded to DeGraff & Hogeboom.

ROAD No. 798 — KENT-TOWNER, PUTNAM COUNTY; LENGTH 2.78 MILES.

Lane Cont. Co., Meriden, Conn.	$46,678 00
Ryan & Yale, Brewster, N. Y.	43,764 85
John Quinane, Carmel, N. Y.	44,590 28
H. B. Sproul, Peekskill, N. Y.	40,990 00
James E. Martin, Poughkeepsie, N. Y.	44,689 00

Awarded to H. B. Sproul.

ROAD No. 5006 — CROTON FALLS-BREWSTER, PUTNAM COUNTY; LENGTH 1.80 MILES.

James E. Martin, Poughkeepsie, N. Y.	$26,496 00
Ryan & Yale, Brewster, N. Y.	24,690 00
Amos D. Bridges' Sons, Hazardville, Conn.	26,314 45
Lane Constr. Co., Meriden, Conn.	26,800 00
H. B. Sproul, Peekskill, N. Y.	23,990 00

Awarded to H. B. Sproul.

ROAD No. 804 — LUZERNE-LAKE GEORGE, SECTION 1, WARREN COUNTY; LENGTH 7.13 MILES.

Santanoni Cont. Co., Albany, N. Y.	$83,899 00
S. B. VanWagonen, Rondout, N. Y.	73,604 00
T. L. Huston, Havana, Cuba	80,755 00
Newport Cont. Co., Newport, N. Y.	84,720 00
James Anderson, New Haven, N. Y.	80,890 00
Henry P. Burgard Co., Buffalo, N. Y.	85,800 00
Brown & Lowe, Schenectady, N. Y.	78,273 21
Almahar Cont. Co., Albany, N. Y.	74,431 00
Buckley Constr. Co., Plattsburg, N. Y.	91,420 00
Creeden & Pitou, New York city	94,450 00
Joseph Walker, New Paltz, N. Y.	73,810 00
Linehan & Burnham, Glens Falls, N. Y.	81,368 36

Awarded to S. B. Van Wagonen.

ROAD NO. 820 — HOGANSBURG-BOMBAY, FRANKLIN COUNTY; LENGTH 6.52 MILES.

Burns Bros. & Haley, Watertown, N. Y.	$59,167	60
P. H. Murray, Rochester, N. Y.	54,000	00
Semper Bros., Watertown, N. Y.	53,927	00
Creeden & Pitou, New York	55,700	00
Buckley Constr. Co., Plattsburg, N. Y.	53,500	00
James Anderson, New Haven, N. Y.	50,102	00
Brown & Lowe, Schenectady, N. Y.	59,369	00

Awarded to James Anderson.

ROAD NO. 5031 — MALONE-MOIRA, PART 2, FRANKLIN COUNTY; LENGTH 3 MILES.

Burns Brothers & Haley, Watertown, N. Y.	$42,311	00
Newport Construction Co., Newport, N. Y.	35,960	00
James Anderson, New Haven, N. Y.	35,701	00
P. H. Murray, Rochester, N. Y.	38,500	00
Buckley Construction Co., Plattsburg, N. Y.	33,743	00
Brown & Lowe, Schenectady, N. Y.	36,548	56

Awarded to Buckley Construction Co.

ROAD NO. 821 — SARANAC LAKE-BLOOMINGDALE, ESSEX COUNTY; LENGTH 5.58 MILES.

Buckley Construction Co., Plattsburg, N. Y.	$59,450	00
Creeden & Pitou, New York	61,500	00
John P. Dower, Ballston Spa, N. Y.	68,854	00
Almahar Cont. Co., Albany, N. Y.	61,846	00
Santanoni Cont. Co., Albany, N. Y.	66,132	97
James Anderson, New Haven, N. Y.	61,900	00
Newport Construction Co., Newport, N. Y.	65,800	00
Brown & Lowe, Schenectady, N. Y.	64,356	00
Cunningham & Woodward, Sandy Hill, N. Y.	62,374	52
T. L. Huston, Havana, Cuba	59,427	00

Awarded to T. L. Huston.

ROAD NO. 5011 — AUSABLE FORKS-JAY, ESSEX COUNTY; LENGTH 3.45 MILES.

Creeden & Pitou, New York city	$55,242 00
Henry P. Burgard Co., Buffalo, N. Y	60,000 00
Buckley Construction Co., Plattsburg, N. Y	61,000 00
Flood & Van Wirt Co., Sandy Hill, N. Y	52,959 42
Thomas O'Hern, Yonkers, N. Y	55,647 00
Almahar Construction Co., Albany, N. Y	55,474 00
Brown & Lowe, Schenectady, N. Y	55,305 89
Cunningham & Woodward, Sandy Hill, N. Y	54,504 88
C. F. Jordan Co., Albany, N. Y	54,195 96
John B. Dower, Ballston Spa, N. Y	66,245 00
James Anderson, New Haven, N. Y	54,970 00
Herlihy Cont. Co., Glens Falls, N. Y	59,733 20
T. H. Gill Co., Boston, Mass	54,898 96
John Harrigan, New York City	54,054 00
M. F. Dollard, Albany, N. Y	56,252 46
Sherrill Hardw. & Plumb. Co., Sandy Hill, N. Y.	51,105 00

Awarded to Sherrill Hardware & Plumbing Co.

ROAD NO. 841 — CROWN POINT-PORT HENRY, ESSEX COUNTY; LENGTH 4 MILES.

Creeden & Pitou, New York city	$72,000 00
Buckley Construction Co., Plattsburg, N. Y	73,000 00
T. L. Huston, Havana, Cuba	56,972 00
Newport Construction Co., Newport, N. Y	65,280 00
T. H. Gill, Boston, Mass	63,641 80
Cunningham & Woodward, Sandy Hill, N. Y	62,517 55
Santononi Cont. Co., Albany, N. Y	69,573 53
Brown & Lowe, Schenectady, N. Y	58,184 30

Awarded to T. L. Huston.

Total awards on February 16, 1910	$972,635 18

FEBRUARY 18, 1910.

ROAD NO. 5009 — PAWLING VILLAGE, DUTCHESS COUNTY; LENGTH 1.50 MILES.

Henry P. Burgard Company, Buffalo, N. Y....	$20,874 00
James E. Martin, Poughkeepsie, N. Y........	20,887 00
Lane Construction Co., Meriden, Conn........	21,106 40
H. B. Sproul, Peekskill, N. Y...............	20,990 00

Awarded to Henry P. Burgard Co.

ROAD NO. 5007 — NEWBURG-CEDAR HILL CEMETERY, ORANGE COUNTY; LENGTH 3.28 MILES.

McNamee & Rice, Kingston, N. Y...........	$34,500 00
Harper, Jova & Kehoe, Newburg, N. Y.......	33,918 65
Mohawk Eng. & Con. Co., Schenectady, N. Y..	34,887 00
Thomas O'Hern, Yonkers, N. Y.............	33,545 97
C. F. Jordan Co., Albany, N. Y.............	35,062 46
Henry P. Burgard Co., Buffalo, N. Y........	34,500 00
Samuel Beskin, Fishkill Landing, N. Y......	33,500 00
H. B. Sproul, Peekskill, N. Y...............	36,000 00
James E. Martin, Poughkeepsie, N. Y........	35,896 00
DeGraff & Hogeboom, Bloomington, N. Y....	36,000 00
Orange Co. Road Con. Co., New York, N. Y..	36,300 00
Cross, Copus & Spine, Newburg, N. Y.......	33,812 00

Awarded to Samuel Beskin.

ROAD NO. 5010 — SLINGERLANDS-NEW SCOTLAND, ALBANY COUNTY; LENGTH 2 MILES.

John Harrigan, New York, N. Y.............	$24,663 15
E. J. Doyle, Jr., & Co., Albany, N. Y........	25,728 00
Creeden & Piton, New York, N. Y..........	25,980 00
C. W. Trumbull, Schenectady, N. Y..........	24,985 00
John S. Mace, Jr., Watervliet, N. Y.........	23,322 80
Mohawk Eng. & Con. Co., Schenectady, N. Y..	25,977 00
Alonzo Schaupp, Albany, N. Y...............	23,790 00
Dorpian City Cont. Co., Schenectady, N. Y....	23,800 00

John D. Boughton, Troy, N. Y.	$23,276 00
Joseph Walker, New Paltz, N. Y.	25,691 00
Henry P. Burgard Co., Buffalo, N. Y.	25,500 00
Thos. F. Shaughnessy & Co., Albany, N. Y.	22,400 00
M. F. Dollard, Albany, N. Y.	23,310 74
James Anderson, New Haven, N. Y.	24,490 00
Barber Asphalt Paving Co., New York, N. Y.	26,700 00

Awarded to Thos. F. Shaughnessy & Co.

ROAD NO. 5012 — FLEMING-AUBURN, CAYUGA COUNTY; LENGTH 2.75 MILES.

Monroe Roads Co., Pittsford, N. Y.	$38,364 00
J. S. Hayes & Co., Big Run, Pa.	35,040 00
Henry P. Burgard Co., Buffalo, N. Y.	38,500 00
Joseph H. Conners & Co., Fulton, N. Y.	40,234 29

Awarded to J. S. Hayes & Co.

ROAD NO. 5013 — BAINBRIDGE-UNADILLA, PART 1, CHENANGO COUNTY; LENGTH 4.13 MILES.

Newport Construction Co., Newport, N. Y.	$52,024 00
Guy B. Dickinson, Syracuse, N. Y.	59,300 00
Delaware Construction Co., Sidney, N. Y.	57,568 77
John Harrigan, New York city	53,000 00
Thomas O'Hern, Yonkers, N. Y.	58,537 00
H. P. Burgard Co., Buffalo, N. Y.	60,500 00
Edwin D. Baker, Binghamton, N. Y.	66,630 00
Chambers & Grady, Rochester, N. Y.	60,932 30
Joseph McCormick, E. Providence, R. I.	56,740 00
James Anderson, New Haven, N. Y.	56,413 00
James E. Martin, Poughkeepsie, N. Y.	60,974 00

Awarded to Newport Construction Co.

ROAD NO. 5014 — CHITTENANGO-ONEIDA, PART 1, MADISON COUNTY; LENGTH 3.15 MILES.

Joseph H. Conners, Fulton, N. Y.	$44,966 01
Newport Const. Co., Newport, N. Y.	46,000 00

H. P. Burgard Co., Buffalo, N. Y.	$45,900 00
Conroy & Nixdorf, Oneida, N. Y.	44,112 27
Guy B. Dickinson, Syracuse, N. Y.	43,999 00
James Anderson, New Haven, N. Y.	43,300 00
P. H. Murray, Rochester, N. Y.	47,000 00
F. L. Sporato, Syracuse, N. Y.	47,084 70
Tyler & French, Chittenango, N. Y.	45,194 00

Awarded to James Anderson.

ROAD NO. 5016 — CAMILLUS-FAIRMOUNT, ONONDAGA COUNTY; LENGTH 3.09 MILES.

F. E. Paddock, Memphis, N. Y.	$42,000 00
H. P. Burgard Co., Buffalo, N. Y.	39,800 00
Guy B. Dickinson, Syracuse, N. Y.	39,247 00
John H. Weidman, Syracuse, N. Y.	39,000 00
James Anderson, New Haven, N. Y.	40,982 40
Albert Gaffey, Syracuse, N. Y.	40,005 77
Frank S. Sporato, Syracuse, N. Y.	40,077 64

Awarded to John H. Weidman.

ROAD NO. 5017 — CLYDE-SAVANNAH, PART 2, WAYNE COUNTY; LENGTH 3 MILES.

Joseph P. Sweeney, Rome, N. Y.	$41,499 00
H. P. Burgard Co., Buffalo, N. Y.	40,000 00
James Anderson, New Haven, N. Y.	39,074 00
Monroe Roads Co., Pittsford, N. Y.	38,156 10
C. O. McComb, Syracuse, N. Y.	38,977 00
P. H. Murray, Rochester, N. Y.	38,000 00
M. F. Dollard, Albany, N. Y.	37,033 03
Guy B. Dickinson, Syracuse, N. Y.	39,145 00
Greece Construction Co., Rochester, N. Y.	38,718 00

Awarded to M. F. Dollard.

ROAD NO. 5018 — READING-DUNDEE, PART 1, YATES COUNTY; LENGTH 2 MILES.

James Anderson, New Haven, N. Y.	$26,985 00
P. H. Murray, Rochester, N. Y.	27,900 00
Creeden & Pitou, New York, N. Y.	26,890 00
Monroe Roads Co., Pittsford, N. Y.	26,058 88
H. P. Burgard Co., Buffalo, N. Y.	28,400 00

Awarded to Monroe Roads Co.

ROAD NO. 5019 — LAKE SHORE-LACKAWANNA CITY, ERIE CO.; LENGTH 1.89 MILES.

F. J. Mumm, Buffalo, N. Y.	$43,500 00
H. P. Burgard Co., Buffalo, N. Y.	40,425 00
F. V. E. Bardol, Buffalo, N. Y.	40,900 00
H. C. Schroeder, Rochester, N. Y.	42,857 80
Hagman, Miller & Hagaman, Rochester, N. Y.	36,163 00
L. H. Gipp Construction Co., Buffalo, N. Y.	39,537 45
F. L. Cohen, Buffalo, N. Y.	44,100 00
Mosier & Summers, Buffalo, N. Y.	43,988 45
Julius Frederich Co., Rochester, N. Y.	46,300 00
C. Aikenhead Co., Rochester, N. Y.	44,100 00
Constantine Construction Co., Buffalo, N. Y.	38,850 00
Thomas Fitzgerald, Fredonia, N. Y.	42,000 00
E. M. Love & Son, Cory, Pa.	44,986 95

Awarded to Hagaman, Miller & Hagaman.

ROAD NO. 5020 — EAST PEMBROKE-PEMBROKE, GENESEE COUNTY; LENGTH 3.46 MILES.

Frank L. Cohen, Buffalo, N. Y.	$44,800 00
Joseph Dunfee, Syracuse, N. Y.	43,669 90
Thomas Sweeney Co., Pittsburg, Pa.	42,589 10
Frederick A. Brotsch, Jr., Rochester, N. Y.	44,674 10
Julius Frederich Co., Rochester, N. Y.	44,800 00
F. V. E. Bardol, Buffalo, N. Y.	44,000 00
Whitmore, Rauber & Vicinius, Rochester, N. Y.	43,498 00
Busch & Percival, Buffalo, N. Y.	45,361 30

Frederick J. Mumm, Buffalo, N. Y..........	$39,774 00
F. W. Knickenberg, Buffalo, N. Y............	43,512 10
Barber Asphalt Paving Co., Buffalo, N. Y.....	44,854 00
Chambers & Grady, Rochester, N. Y.........	43,095 60

Awarded to Frederick J. Mumm.

Road No. 5021 — LeRoy-Caledonia-Mumford, Livingston County; Length 3.98 Miles.

Monroe Roads Co., Pittsford, N. Y..........	$50,313 00
James Anderson, New Haven, N. Y..........	45,830 00
F. A. Brotsch, Rochester, N. Y..............	55,803 60
Joseph Dunphy, Syracuse, N. Y.............	50,989 00
Frank V. E. Bardol, Buffalo, N. Y............	51,000 00
Whitmore, Roeber & Vicinius, Rochester, N. Y.	48,675 00
Busch & Percival, Buffalo, N. Y.............	57,336 78
Frank L. Cohen, Buffalo, N. Y................	56,200 00
Mosier & Summers, Buffalo, N. Y...........	52,299 60
Julius Friedrich Co., Rochester, N. Y........	50,900 00

Awarded to James Anderson.

Road No. 5025 — Albion-Holley, Orleans County; Length 2.47 Miles.

Joseph Dunfee, Syracuse, N. Y..............	$27,308 32
Hucknall Constr. Co., Albion, N. Y...........	24,000 00
Monroe Roads Co., Pittsford, N. Y...........	26,628 65
F. V. E. Bardol, Buffalo, N. Y..............	27,000 00
Greece Constr. Co., Rochester, N. Y..........	26,621 00
H. C. Schroeder, Rochester, N. Y............	27,000 00
Julius Friedrich Co., Rochester, N. Y........	27,600 00
Hagaman, Miller & Hagaman, Rochester, N. Y..	28,000 00
F. A. Brotsch, Jr., Rochester, N. Y...........	26,000 00
Frank L. Cohen, Buffalo, N. Y...............	27,200 00
F. J. Mumm, Buffalo, N. Y.................	25,899 00
R. J. Cole, Clarendon, N. Y................	24,800 00

Awarded to Hucknall Constr. Co.

ROAD 5024 — LEROY-WARSAW, WYOMING COUNTY; LENGTH 2.67 MILES.

James Anderson, New Haven, N. Y.	$35,568 00
F. V. E. Bardol, Buffalo, N. Y.	35,000 00
Thomas Murray, LeRoy, N. Y.	33,000 00
Frank L. Cohen, Buffalo, N. Y.	40,300 00
Joseph Dunfee, Syracuse, N. Y.	35,749 45
Busch & Percival, Buffalo, N. Y.	41,734 04

Awarded to Thomas Murray.

ROAD 5022 — BINGHAMTON-WINDSOR, PART 2, BROOME COUNTY; LENGTH 3 MILES.

Erwin D. Baker, Binghamton, N. Y.	$45,838 20
Creeden & Piton, New York city	41,890 00
F. V. E. Bardol, Buffalo, N. Y.	44,000 00
H. B. Sproul, Peekskill, N. Y.	42,600 00
Delaware Constr. Co., Sidney, N. Y.	45,366 00

Awarded to Creeden & Piton.

ROAD 5023 — CUBA-BLACK CREEK, PART 1, ALLEGANY COUNTY; LENGTH 2.67 MILES.

E. M. Love & Son, Cory, Pa.	$37,727 00
Monroe Roads Co., Pittsford, N. Y.	35,636 00
F. V. E. Bardol, Buffalo, N. Y.	34,000 00

Awarded to F. V. E. Bardol.

ROAD NO. 5026 — CORNING-PAINTED POST, STEUBEN COUNTY; LENGTH 3.56 MILES.

E. M. Love & Son, Cory, Pa.	$54,770 80
John C. Bradley, Corning, N. Y.	49,990 00
Monroe Roads Co., Rochester, N. Y.	51,291 50
Flood & Van Wirt Co., Sandy Hill, N. Y.	51,000 00
F. V. E. Bardol, Buffalo, N. Y.	48,500 00
Creeden & Piton, New York city	48,700 00
E. D. Baker, Binghamton, N. Y.	56,461 80

Awarded to F. V. E. Bardol.

ROAD NO. 5034 — ONEIDA CASTLE VILLAGE-VERNON VILLAGE, ONEIDA COUNTY; LENGTH 1.5 MILES.

M. F. Dollard, Albany, N. Y.	$16,632 25
Tyler & French, Chittenango, N. Y.	19,930 00
P. H. Murray, Rochester, N. Y.	16,750 00
Hyde, Hyde & Hyde, Rome, N. Y.	16,835 15
Newport Constr. Co., Newport, N. Y.	17,027 00
Conroy & Nixdorf, Oneida, N. Y.	17,133 75
Charles R. Lewis, Ilion, N. Y.	16,985 00

Awarded to M. F. Dollard.

ROAD NO. 5035 — MONTICELLO-LIBERTY, PART 1, SULLIVAN COUNTY; LENGTH 2.5 MILES.

McNamee & Rice, Kingston, N. Y.	$35,500 00
Almahar Constr. Co., Albany, N. Y.	34,800 00
Creeden & Pitou, New York city	36,980 00
Wm. C. Evans, Ambler, Pa.	36,962 00
H. P. Burgard Co., Buffalo, N. Y.	35,500 00
H. B. Sproul, Peekskill, N. Y.	37,600 00
DeGraff & Hogeboom, Bloomington, N. Y.	32,989 00
James E. Martin, Poughkeepsie, N. Y.	36,884 00

Awarded to DeGraff & Hogeboom.

Total awards on February 18, 1910...... $662,008 16

APRIL 4, 1910.

ROAD NO. 683 — DRYDEN-CORTLAND, TOMPKINS COUNTY; LENGTH 3.57 MILES.

Daniel L. Mott, Utica, N. Y.	$48,000 00
Flood & Van Wirt Co., Hudson Falls, N. Y.	43,000 00
Newport Constr. Co., Newport, N. Y.	42,900 00
Jos. McCormick, E. Providence, R. I.	38,444 00
Chambers & Grady, Rochester, N. Y.	43,745 50
Morris Kantrowitz, Albany, N. Y.	42,000 00

Awarded to Joseph McCormick.

Road No. 801 — East Rushford-Gordonville Bridge, Allegany County; Length 4.68 Miles.

Northwestern Constr. Co., Franklin, Pa.	$43,017 00

Awarded to Northwestern Constr. Co.

Road No. 787 — East End, Otsego County; Length 0.47 Mile.

Clarence Aikenhead Co., Rochester, N. Y.	$7,585 00
Delaware Constr. Co., Sidney, N. Y.	7,300 00
Chas. E. Townsend, Oneonta, N. Y.	5,700 00

Awarded to Charles E. Townsend.

Road No. 845 — Spencer-Candor, Part 1, Tioga County; Length 4.05 Miles.

John Harrigan, Albany, N. Y.	$37,500 00
Chas. F. Jordan & Co., Albany, N. Y.	33,600 00
E. Whalen, Towanda, Pa.	35,187 00
F. P. Meekes, Long Pond, Pa.	32,944 55

Awarded to F. P. Meekes.

Road No. 850 — Caton-Corning, Steuben County; Length 6.14 Miles.

John C. Bradley, Corning, N. Y.	$67,850 00
Northwestern Constr. Co., Franklin, Pa.	61,263 00
Morris Kantrowitz, Albany, N. Y.	69,000 00

Awarded to Northwestern Constr. Co.

Road No. 5047 — Watkins-Montour Falls, Schuyler County; Length 1.64 Miles.

McGreevy, McGuigan & Baun Constr. Co., Elmira, N. Y.:	
Residuum	$22,503 00
Gilsonite	22,773 00

Bermudez	$23,331 00
Trinidad	23,043 00

Awarded to McGreevy, McGuigan & Baun Constr. Co., on Trinidad.

Road No. 5048 — Lowman-Waverly, Part 1, Chemung County; Length 2.50 Miles.

John Harrigan, Albany, N. Y.:	
Residuum	$39,000 00
Gilsonite	39,500 00
Bermudez	41,000 00
Trinidad	40,000 00
McGreevy, McGuigan & Baun Co., Elmira, N. Y.:	
Residuum	34,050 00
Gilsonite	34,470 00
Bermudez	35,310 00
Trinidad	34,890 00

Awarded to McGreevy, McGuigan & Baun Co., on Bermudez.

Road No. 834 — Kirkwood-River, Broome County; Length 7.50 Miles.

Almahar Constr. Co., Albany, N. Y.	$78,580 00
James E. Martin, Poughkeepsie, N. Y.	87,496 00
Newport Constr. Co., Newport, N. Y.	76,797 00
T. H. Gill Co., Boston, Mass.	75,676 12
Brown & Lowe, Schenectady, N. Y.	87,659 00
Creeden & Pitou, New York city	89,500 00
Harvey B. Sproul, Peekskill, N. Y.	76,990 00
Morris Kantrowitz, Albany, N. Y.	82,000 00
E. D. Baker, Binghamton, N. Y.	79,839 80

Awarded to T. H. Gill Co.

ROAD NO. 5045 — DEPOSIT-HALE'S EDDY, DELAWARE COUNTY; LENGTH 3.04 MILES.

Almahar Constr. Co., Albany, N. Y.:	
Residuum	$46,764 00
Gilsonite	48,000 00
Bermudez	49,000 00
Trinidad	48,500 00
Creeden & Pitou, New York city:	
Residuum	53,610 00
Gilsonite	54,040 00
Bermudez	54,900 00
Trinidad	54,900 00
Delaware Constr. Co., Sidney, N. Y.:	
Residuum	54,600 00
Gilsonite	55,000 00
Bermudez	55,960 00
Trinidad	55,500 00
Flood & Van Wirt, Hudson Falls, N. Y.:	
Resuduum	51,500 00
Gilsonite	51,930 00
Bermudez	52,790 00
Trinidad	52,360 00
James E. Martin, Poughkeepsie, N. Y.:	
Residuum	60,989 00
Gilsonite	61,668 00
Bermudez	62,324 00
Trinidad	61,997 00
C. F. Jordan & Co., Albany, N. Y.:	
Residuum	48,924 00
Gilsonite	49,984 00
Bermudez	51,443 00
Trinidad	51,568 00
A. D. Young, Brooklyn, N. Y.:	
Residuum	54,700 00
Gilsonite	55,900 00
Bermudez	55,900 00
Trinidad	55,900 00

Erwin D. Baker, Binghamton, N. Y.:

Residuum	$56,612 00
Gilsonite	57,902 00
Bermudez	58,332 00
Trinidad	58,332 00

Awarded to Almahar Cont. Co., on Residuum.

Road No. 5046 — Scottsville-Mumford, Monroe County; Length 5.77 Miles.

Thomas Holohan, Rochester, N. Y.:

Residuum	$61,152 00
Gilsonite	64,928 00
Bermudez	68,704 00
Trinidad	65,872 00

Whitmore, Rauber & Vicinus, Rochester, N. Y.:

Residuum	60,100 00
Gilsonite	61,100 00
Bermudez	63,100 00
Trinidad	62,100 00

Mosier & Summers, Buffalo, N. Y.:

Residuum	66,112 00
Gilsonite	66,456 00
Bermudez	67,400 00
Trinidad	66,456 00

Monroe Roads Co., Pittsford, N. Y.:

Residuum	57,906 00
Gilsonite	58,860 00
Bermudez	59,794 00
Trinidad	59,300 00

Frederick A. Brotsch, Jr., Rochester, N. Y.:

Residuum	59,500 00
Gilsonite	63,500 00
Bermudez	61,380 00
Trinidad	61,380 00

Julius Freidrich Co., Rochester, N. Y.:

Residumm	$61,000 00
Gilsonite	62,000 00
Bermudez	64,000 00
Trinidad	63,000 00

Joseph Dunfee, Syracuse, N. Y.:

Residuum	63,179 25
Gilsonite	64,123 25
Bermudez	66,011 25
Trinidad	65,067 25

Chambers & Grady, Rochester, N. Y.:

Residuum	67,437 50
Gilsonite	68,381 50
Bermudez	70,269 50
Trinidad	69,325 50

Greece Constr. Co., Rochester, N. Y.:

Residuum	58,660 00
Gilsonite	59,590 00
Bermudez	61,400 00
Trinidad	60,500 00

Ripton & Murphy, Rochester, N. Y.:

Residuum	60,966 50
Gilsonite	62,382 50
Bermudez	63,798 50
Trinidad	62,854 50

Schroeder, Hicks Cont. Co., Rochester, N. Y.:

Residuum	60,450 00
Gilsonite	61,400 00
Bermudez	63,288 00
Trinidad	62,344 00

James Anderson, New Haven, N. Y.:

Residuum	71,571 60
Gilsonite	71,571 60
Bermudez	71,571 60
Trinidad	71,571 60

Frank L. Cohen, Buffalo, N. Y.:

Residuum	$63,400 00
Gilsonite	64,400 00
Bermudez	66,300 00
Trinidad	65,300 00

Northwestern Constr. Co., Franklin, Pa.:

Residuum	60,602 00
Gilsonite	61,546 00
Bermudez	63,434 00
Trinidad	62,490 00

Awarded to Monroe Roads Co., on Residuum.

ROAD NO. 854 — CASTILE CENTER-PERRY CENTER, WYOMING COUNTY; LENGTH 4.50 MILES.

Mosier & Summers, Buffalo, N. Y.:

Residuum	$59,672 00
Gilsonite	60,437 00
Bermudez	61,182 00
Trinidad	60,437 00

Monroe Roads Co., Pittsford, N. Y.:

Residuum	57,790 00
Gilsonite	58,660 00
Bermudez	59,400 00
Trinidad	59,000 00

Schroeder, Hicks Cont. Co., Rochester, N. Y.:

Residuum	58,106 00
Gilsonite	58,851 00
Bermudez	60,341 00
Trinidad	59,596 00

Frank L. Cohen, Buffalo, N. Y.:

Residuum	58,900 00
Gilsonite	59,700 00
Bermudez	61,100 00
Trinidad	60,300 00

Greece Constr. Co., Rochester, N. Y.:	
Residuum	$54,925 00
Gilsonite	55,675 00
Bermudez	56,900 00
Trinidad	56,400 00
Northwestern Constr. Co., Franklin, Pa.:	
Residuum	57,373 00
Gilsonite	58,167 00
Bermudez	59,659 00
Trinidad	58,913 00

Awarded to Greece Constr. Co., on Residuum.

ROAD NO. 740 — SANBORN-PEKIN, NIAGARA COUNTY; LENGTH 2.75 MILES.

Reed-Coddington Engr. Co., Niagara Falls, N. Y.:	
Residuum	$28,570 00
Gilsonite	29,030 00
Bermudez	29,950 00
Trinidad	29,950 00
Joseph Dunfee, Syracuse, N. Y.:	
Residuum	28,508 50
Gilsonite	28,968 50
Bermudez	29,888 50
Trinidad	29,428 50
Louis H. Gipp Co., Buffalo, N. Y.:	
Residuum	26,700 00
Gilsonite	26,950 00
Bermudez	26,950 00
Trinidad	27,800 00
Northwestern Constr. Co., Franklin, Pa.:	
Residuum	27,277 00
Gilsonite	27,737 00
Bermudez	28,657 00
Trinidad	28,197 00

Frank L. Cohen, Buffalo, N. Y.:	
Residuum	$27,500 00
Gilsonite	27,960 00
Bermudez	28,880 00
Trinidad	28,420 00
Busch & Percival, Buffalo, N. Y.:	
Residuum	30,008 80
Gilsonite	31,618 80
Bermudez	32,768 80
Trinidad	31,388 80
Eugene P. Forrestel, Buffalo, N. Y.:	
Residuum	27,267 00
Gilsonite	28,187 00
Bermudez	28,647 00
Trinidad	28,647 00

Awarded to L. H. Gipp Constr. Co. on Bermudez.

ROAD NO. 715 — DANSVILLE-MOUNT MORRIS, PART 2, LIVINGSTON COUNTY; LENGTH 4.54 MILES.

Greece Constr. Co., Rochester, N. Y	$58,703 00
Northwestern Constr. Co., Franklin, Pa	55,792 00
Morris Kantrowitz, Albany, N. Y	59,000 00

Awarded to Northwestern Constr. Co.

ROAD NO. 5054 — EIGHTEEN MILE CREEK, ERIE COUNTY; LENGTH 2 MILES.

Joseph Dunfee, Syracuse, N. Y.:	
Residuum	$28,769 70
Gilsonite	29,089 70
Bermudez	29,729 70
Trinidad	29,409 70
Busch & Percival, Buffalo, N. Y.:	
Residuum	31,229 10
Gilsonite	32,029 10
Bermudez	32,829 10
Trinidad	32,189 10

Frederick J. Mumm, Buffalo, N. Y.:	
Residuum	$27,450 00
Gilsonite	27,750 00
Bermudez	28,400 00
Trinidad	28,000 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	30,376 00
Gilsonite	30,376 00
Bermudez	30,696 00
Trinidad	30,376 00
Frank L. Cohen, Buffalo, N. Y.:	
Residuum	28,900 00
Gilsonite	29,200 00
Bermudez	29,800 00
Trinidad	29,500 00
John E. Johnson, Buffalo, N. Y.:	
Residuum	29,441 45
Gilsonite	29,441 45
Bermudez	29,441 95
Trinidad	29,441 95

Awarded to Frederick J. Mumm, on Trinidad.

ROAD NO. 857 — ROBERTS ROAD, CHAUTAUQUA COUNTY; LENGTH 1.62 MILES.

E. M. Love & Son, Corry, Pa	$34,579 05
Geo. M. Harris, Meadville, Pa	33,373 80
James P. Morrissey, Dunkirk, N. Y	35,995 05
Peter F. Master, Dunkirk, N. Y	35,236 89
Louis H. Gipp Constr. Co., Buffalo, N. Y	35,800 00
Frank L. Cohen, Buffalo, N. Y	35,100 00
County of Chautauqua by W. L. Notally, Findley Lake, N. Y.	32,485 94
Hurley & Lyne, Fredonia, N. Y	35,000 00
Clarence Ackenhead Co., Rochester, N. Y	35,100 00
Constatine Constr. Co., Buffalo, N. Y	34,658 55

Awarded to County of Chautauqua.

ROAD NO. 852 — MERIDIAN VILLAGE, CAYUGA COUNTY; LENGTH 0.81 MILE.

Alfred Gaffey, Syracuse, N. Y.:

Residuum	$11,500 00
Gilsonite	11,700 00
Bermudez	11,800 00
Trinidad	12,000 00

Awarded to Alfred Gaffey, on Bermudez.

ROAD NO. 664 — OTSELIC, S. OTSELIC, PART 1, CHENANGO COUNTY; LENGTH 4.33 MILES.

Conroy & Nixdorf, Oneida, N. Y	$45,000 00
John H. Gordon, Albany, N. Y	46,768 00
P. H. Murray, Rochester, N. Y	48,000 00
Delaware Constr. Co., Sidney, N. Y	53,000 00
Joseph McCormick, E. Providence, R. I	43,188 00
Jos. H. Conners & Co., Fulton, N. Y	47,000 00

Awarded to Joseph McCormick.

ROAD NO. 811 — GEORGETOWN-OTSELIC, MADISON COUNTY, LENGTH 2.39 MILES.

Conroy & Nixdorf, Oneida, N. Y	$25,000 00
Jos. McCormick, E. Providence, R. I	23,749 00
Delaware Constr. Co., Sidney, N. Y	24,800 00
John H. Gordon, Albany, N. Y	26,100 00
Jos. H. Conners & Co., Fulton, N. Y	24,900 00

Awarded to Joseph McCormick.

ROAD NO. 5041 — LIMA-E. BLOOMFIELD, PART 1, ONTARIO COUNTY, LENGTH 2.41 MILES.

P. H. Murray, Rochester, N. Y.:

Residuum	$35,850 00
Gilsonite	37,038 00
Bermudez	37,830 00
Trinidad	37,437 00

Chas. O. McComb, Syracuse, N. Y.:

Residuum	$34,500 00
Gilsonite	35,290 00
Bermudez	36,000 00
Trinidad	36,800 00

Monroe Road Co., Pittsford, N. Y.:

Residuum	36,572 40
Gilsonite	36,968 40
Bermudez	37,760 40
Trinidad	37,364 40

Mosier & Summers, Buffalo, N. Y.:

Residuum	35,759 00
Gilsonite	36,155 00
Burmedez	36,550 00
Trinidad	36,155 00

Thos. Holahan, Rochester, N. Y.:

Residuum	39,807 55
Gilsonite	40,203 55
Bermudez	40,599 55
Trinidad	40,995 55

Schroeder Hicks Constr. Co., Rochester, N. Y.:

Residuum	35,595 00
Gilsonite	35,991 00
Bermudez	36,783 00
Trinidad	36,387 00

Awarded to Charles O. McComb, on Residuum.

Road No. 5044 — Mexico-Union Square, Part 1, Oswego County; Length 3.50 Miles.

James E. Martin, Poughkeepsie, N. Y.:

Residuum	$47,598 00
Gilsonite	48,297 00
Bermudez	49,589 00
Trinidad	48,986 00

Daniel L. Mott, Utica, N. Y.:		
Residuum	$45,700	00
Gilsonite	50,000	00
Bermudez	47,400	00
Trinidad	47,400	00
Chambers & Grady, Rochester, N. Y.:		
Residuum	44,534	65
Gilsonite	45,108	65
Bermudez	46,256	65
Trinidad	45,682	65
Semper Bros., Watertown, N. Y.:		
Residuum	40,553	65
Gilsonite	42,227	65
Bermudez	43,375	65
Trinidad	42,701	65
P. H. Murray, Rochester, N. Y.:		
Residuum	40,850	00
Gilsonite	43,146	00
Bermudez	43,720	00
Trinidad	43,146	00
Burns Bros. & Haley, Watertown, N. Y.:		
Residuum	39,596	40
Gilsonite	40,170	40
Bermudez	40,744	40
Trinidad	40,318	40
James Anderson, New Haven, N. Y.:		
Residuum	45,912	75
Gilsonite	45,912	75
Bermudez	45,912	75
Trinidad	45,912	75
Corlear Constr. Co., Schenectady, N. Y.:		
Residuum	41,290	15
Gilsonite	41,864	15
Bermudez	43,012	15
Trinidad	42,438	15

Cunningham & Woodard, Hudson Falls, N. Y.:	
Residuum	$38,639 55
Gilsonite	39,156 15
Bermudez	40,246 75
Trinidad	39,730 15
Joseph H. Conners & Co., Fulton, N. Y.:	
Residuum	43,000 00
Gilsonite	43,574 00
Bermudez	44,722 00
Trinidad	44,148 00

Awarded to Cunningham & Woodard, on Residuum.

Total awards in April 4, 1910	$770,097 16

APRIL 6, 1910.

ROAD NO. 682 — ITHACA-DRYDEN, PART 2, TOMPKINS COUNTY; LENGTH 3.95 MILES.

F. V. E. Bardol, Buffalo, N. Y	$49,000 00
P. D. Conley, Ithaca, N. Y	40,177 45
Morris Kantrowitz, Albany, N. Y	41,000 00
Chambers & Grady, Rochester, N. Y	41,474 00
Earl P. Rhodes, Etna, N. Y	42,547 55
Erwin D. Baker, Binghamton, N. Y	42,189 00
John Harrigan, Albany, N. Y	41,738 00
Newport Construction Co., Newport, N. Y	41,500 00

Awarded to P. D. Conley.

ROAD NO. 5049 — WAVERLY-OWEGO, PART 1, TIOGA COUNTY; LENGTH 2.58 MILES.

McCafee Concrete Co., Athens, N. Y.:	
Residuum	$31,820 75
Gilsonite	32,242 75
Bermudez	33,086 75
Trinidad	32,664 75

E. Whalen, Towanda, Pa.:	
Residuum	$31,306 80
Gilsonite	31,728 80
Bermudez	32,572 80
Trinidad	32,150 80
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	37,000 00
Gilsonite	37,000 00
Bermudez	37,000 00
Trinidad	37,000 00
John C. Bradley, Corning, N. Y.:	
Residuum	32,717 00
Gilsonite	33,139 00
Bermudez	33,983 00
Trinidad	33,561 00
McGreevy, McGuigan & Baun Company, Elmira, N. Y.:	
Residuum	34,729 00
Gilsonite	35,151 00
Bermudez	35,990 00
Trinidad	36,675 00

Awarded to E. Whalen, on Residuum.

ROAD NO. 786 — CHERRY VALLEY-ROSEBLOOM, OTSEGO COUNTY; LENGTH 3.76 MILES.

Creeden & Pitou, New Brighton, N. Y.	$37,700 00
F. V. E. Bardol, Buffalo, N. Y.	44,000 00
Dorpian City Const. Co., Schenectady, N. Y.	35,803 00
John Harrigan, Albany, N. Y.	35,895 00
Flood & VanWirt, Hudson Falls, N. Y.	36,250 00
Charles F. Jordan & Co., Albany, N. Y.	36,086 00
Corlear Construction Co., Schenectady, N. Y.	38,100 00
Delaware Construction Co., Sidney, N. Y.	36,300 00
Newport Construction Co., Newport, N. Y.	36,500 00
Albert N. Banker, Gloversville, N. Y.	39,290 00

Awarded to Dorpian City Construction Co.

Road No. 851 — Hilton Village, Monroe County; Length 1.11 Miles.

Hucknall Construction Co., Albion, N. Y.:	
Residuum	$15,109 45
Gilsonite	15,290 45
Bermudez	15,652 45
Trinidad	15,471 45
Schroeder, Hicks Const. Co., Rochester, N. Y.:	
Residuum	14,100 00
Gilsonite	14,281 00
Bermudez	14,643 00
Trinidad	14,462 00
Clarence Aikenhead Co., Rochester, N. Y.:	
Residuum	14,000 00
Gilsonite	14,300 00
Bermudez	14,400 00
Trinidad	14,500 00
Truesdale & Tompkins, Hilton, N. Y.:	
Residuum	14,595 00
Gilsonite	14,850 00
Bermudez	15,225 00
Trinidad	15,050 00
I. M. Ludington Sons, Rochester, N. Y.:	
Residuum	14,100 00
Gilsonite	14,281 00
Bermudez	14,643 00
Trinidad	14,462 00
Thomas Holahan, Rochester, N. Y.:	
Residuum	17,292 00
Gilsonite	17,500 00
Bermudez	18,000 00
Trinidad	17,650 00

Awarded to Clarence Aikenhead Co., on Residuum.

ROAD NO. 729 — SHAWNEE-CAMBRIA, NIAGARA COUNTY; LENGTH 3.20 MILES.

Northwestern Construction Co., Franklin, Pa..	$24,418 00
Bellew & Merritt, Tuckahoe, N. Y.	23,990 00
Frank L. Cohen, Buffalo, N. Y.	23,300 00
Joseph Dunfee, Syracuse, N. Y.	24,125 00
Louis H. Gipp Construction Co., Buffalo, N. Y.	24,800 00
F. V. E. Bardol, Buffalo, N. Y.	28,000 00
Eugene P. Forrestel, Buffalo, N. Y.	23,333 00
Henry P. Burgard Co., Buffalo, N. Y.	29,000 00

Awarded to Frank L. Cohen.

ROAD NO. 855 — MOUNT MORRIS VILLAGE, LIVINGSTON COUNTY; LENGTH 0.47 MILE.

Schroeder, Hicks Const. Co., Rochester, N. Y..	$7,300 00
McCarthy & Simerson, Mt. Morris, N. Y.	8,091 45
F. V. E. Bardol, Buffalo, N. Y.	8,500 00

Awarded to Schroeder, Hicks Construction Co.

ROAD NO. 5053 — LEVANT-POLAND CENTER, CHAUTAUQUA COUNTY; LENGTH 2.54 MILES.

Northwestern Construction Co., Franklin, Pa.:	
Residuum	$32,756 00
Gilsonite	33,176 00
Bermudez	34,016 00
Trinidad	33,596 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	39,000 00
Gilsonite	39,000 00
Bermudez	39,000 00
Trinidad	39,000 00
Constantine Construction Co., Buffalo, N. Y.:	
Residuum	34,985 85
Gilsonite	34,405 85
Bermudez	35,825 85
Trinidad	36,245 85

Elmer M. Love & Son, Cory, Pa.:	
Residuum	$34,230 10
Gilsonite	34,650 10
Bermudez	35,490 10
Trinidad	35,070 10

Awarded to Northwestern Construction Co., on Trinidad.

Road No. 5042 — Auburn-Seneca Falls, Part 2, Seneca-Cayuga County; Length 3.33 Miles.

P. H. Murray, Rochester, N. Y.:	
Residuum	$61,500 00
Gilsonite	62,588 00
Bermudez	63,676 00
Trinidad	63,132 00
Schroeder, Hicks Const. Co., Rochester, N. Y.:	
Residuum	69,000 00
Gilsonite	69,544 00
Bermudez	70,588 00
Trinidad	70,088 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	62,800 00
Gilsonite	63,500 00
Bermudez	64,500 00
Trinidad	64,400 00
Thomas Holahan, Rochester, N. Y.:	
Reiduum	58,000 00
Gilsonite	58,176 80
Bermudez	59,809 40
Trinidad	58,721 00
F. A. Brotsch, Rochester, N. Y.:	
Residuum	55,500 00
Gilsonite	58,500 00
Bermudez	58,000 00
Trinidad	58,000 00

Awarded to F. A. Brotsch, on Residuum.

ROAD No. 665 — OXFORD-McDONOUGH, PART 2, CHENANGO COUNTY; LENGTH 5.18 MILES.

Creedon & Pitou, New Brighton, N. Y.:	
Residuum	$59,050 00
Gilsonite	59,700 00
Bermudez	61,000 00
Trinidad	60,360 00
John H. Gordon, Albany, N. Y.:	
Residuum	54,900 00
Gilsonite	55,555 00
Bermudez	57,192 00
Trinidad	57,192 00
P. H. Murray, Rochester, N. Y.:	
Residuum	59,450 00
Gilsonite	60,760 00
Bermudez	62,070 00
Trinidad	61,415 00
Newport Construction Co., Newport, N. Y.:	
Residuum	58,500 00
Gilsonite	62,000 00
Bermudez	64,000 00
Trinidad	63,100 00
Daniel L. Mott, Utica, N. Y.:	
Residuum	67,700 00
Gilsonite	72,000 00
Bermudez	69,900 00
Trinidad	69,900 00
Delaware Construction Co., Sidney, N. Y.:	
Residuum	63,500 00
Gilsonite	64,200 00
Bermudez	66,000 00
Trinidad	65,500 00
Morris Kantrowitz, Albany, N. Y.:	
Residuum	73,000 00
Gilsonite	73,700 00
Bermudez	75,100 00
Trinidad	74,400 00

E. D. Baker, Binghamton, N. Y.:

Residuum	$59,429 00
Gilsonite	60,739 00
Bermudez	64,999 00
Trinidad	68,979 00

Awarded to John H. Gordon, on Residuum.

ROAD NO. 812 — CANASTOTA-SOUTH BAY, MADISON COUNTY; LENGTH 4.81 MILES.

Burns Bros. & Haley, Watertown, N. Y.:

Residuum	$51,160 00
Gilsonite	51,960 00
Bermudez	52,760 00
Trinidad	53,560 00

Newport Construction Co., Newport, N. Y.:

Residuum	49,800 00
Gilsonite	54,800 00
Bermudez	56,800 00
Trinidad	56,000 00

Central City Paving Co., Syracuse, N. Y.:

Residuum	49,781 00
Gilsonite	50,571 00
Bermudez	52,000 00
Trinidad	52,300 00

Frederick A. Brotsch, Rochester, N. Y.:

Residuum	47,000 00
Gilsonite	50,000 00
Bermudez	48,500 00
Trinidad	48,500 00

Mosier & Summers, Buffalo, N. Y.:

Residuum	50,000 00
Gilsonite	52,000 00
Bermudez	53,000 00
Trinidad	52,500 00

Frank L. Cohen, Buffalo, N. Y.:	
Residuum	$49,000 00
Gilsonite	50,000 00
Bermudez	51,400 00
Trinidad	51,000 00
James E. Martin, Poughkeepsie, N. Y.:	
Residuum	51,317 00
Gilsonite	51,892 00
Bermudez	53,774 00
Trinidad	52,968 00
Dunbar Construction Co., New York City:	
Residuum	47,697 00
Gilsonite	48,646 00
Bermudez	50,544 00
Trinidad	49,595 00
Chambers & Grady, Rochester, N. Y.:	
Residuum	48,299 00
Gilsonite	49,090 00
Bermudez	50,671 00
Trinidad	49,881 00
Daniel L. Mott, Utica, N. Y.:	
Residuum	55,370 00
Gilsonite	60,000 00
Bermudez	58,300 00
Trinidad	58,300 00
Conroy & Nixdorf, Oneida, N. Y.:	
Residuum	48,658 26
Gilsonite	49,449 00
Bermudez	51,030 75
Trinidad	50,239 75
P. H. Murray, Rochester, N. Y.:	
Residuum	46,944 00
Gilsonite	48,544 00
Bermudez	50,124 00
Trinidad	49,334 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	$48,000 00
Gilsonite	48,800 00
Bermudez	50,400 00
Trinidad	49,600 00

Joseph H. Conners, Fulton, N. Y.:

Residuum	48,900 00
Gilsonite	51,000 00
Bermudez	49,900 00
Trinidad	49,900 00

Awarded to P. H. Murray, on Residuum.

ROAD NO. 494 — EAST HENRIETTA-ROCHESTER, MONROE COUNTY; LENGTH 4.43 MILES.

H. N. Cowles, Rochester, N. Y.:

Residuum	$56,390 00
Gilsonite	....
Bermudez	59,000 00
Trinidad	57,500 00

Whitmore, Rauber & Vicinus, Buffalo, N. Y.:

Residuum	49,218 00
Gilsonite	50,575 00
Bermudez	51,975 00
Trinidad	51,325 00

Mosier & Summers, Buffalo, N. Y.:

Residuum	53,000 00
Gilsonite	54,200 00
Bermudez	54,900 00
Trinidad	54,500 00

Greece Construction Co., Rochester, N. Y.:

Residuum	48,800 00
Gilsonite	49,500 00
Bermudez	50,900 00
Trinidad	49,900 00

Frederick A. Brotsch, Rochester, N. Y.:	
Residuum	$49,500 00
Gilsonite	54,500 00
Bermudez	53,000 00
Trinidad	53,000 00
Thomas Holahan, Rochester, N. Y.:	
Residuum	49,000 00
Gilsonite	52,447 00
Bermudez	54,697 00
Trinidad	53,947 00
Schrœder, Hicks Construction Co., Rochester, N. Y.:	
Residuum	50,147 00
Gilsonite	50,897 00
Bermudez	52,397 00
Trinidad	51,647 00
Ripton & Murphy, Rochester, N. Y.:	
Residuum	51,000 00
Gilsonite	52,250 00
Bermudez	53,750 00
Trinidad	53,000 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	58,000 00
Gilsonite	58,000 00
Bermudez	58,000 00
Trinidad	58,000 00
Frank I. Cohen, Buffalo, N. Y.:	
Residuum	51,500 00
Gilsonite	52,400 00
Bermudez	53,900 00
Trinidad	53,100 00

Awarded to Greece Construction Co., on Residuum.

ROAD NO. 661 — OSWEGO-WEST FIFTH STREET-FRUIT VALLEY, OSWEGO COUNTY; LENGTH 3.58 MILES.

Mosier & Summers, Buffalo, N. Y.:	
Residuum	$36,000 00
Gilsonite	36,700 00
Bermudez	37,100 00
Trinidad	36,900 00
Chambers & Grady, Rochester, N. Y.:	
Residuum	33,688 00
Gilsonite	34,130 00
Bermudez	35,014 00
Trinidad	34,572 00
Joseph H. Conners & Co., Fulton, N. Y.:	
Residuum	34,900 00
Gilsonite	37,000 00
Bermudez	35,900 00
Trinidad	35,900 00
P. H. Murray, Rochester, N. Y.:	
Residuum	34,502 00
Gilsonite	35,382 00
Bermudez	36,262 00
Trinidad	35,822 00

Awarded to Chambers & Grady, on Residuum.

ROAD NO 5008 — JERICHO TURNPIKE, SUFFOLK COUNTY; LENGTH, 3.56 MILES.

Frank J. Gallagher, Brooklyn, N. Y.:	
Residuum	$41,671 28
Gilsonite	42,255 62
Bermudez	43,424 30
Trinidad	42,839 96
New Commonwealth Cont. Co., New York City:	
Residuum	43,533 14
Gilsonite	45,870 50
Bermudez	46,454 84
Trinidad	46,454 84

Joseph A. Boyce, Lond Island City:	
Residuum	$38,596 00
Gilsonite	39,180 00
Bermudez	40,149 00
Trinidad	40,664 00
Clancy & Van Alst, Astoria, L. I.:	
Residuum	39,970 00
Gilsonite	40,406 00
Bermudez	41,410 00
Trinidad	40,990 00
Dunbar Cont. Co., New York City:	
Residuum	40,000 00
Gilsonite	40,701 00
Bermudez	42,103 00
Trinidad	41,402 00
H. J. Mueller, Jamaica, N. Y.:	
Residuum	38,750 00
Gilsonite	40,000 00
Berumuez	40,500 00
Trinidad	40,500 00
Morris Kantrowitz, Albany, N. Y.:	
Residuum	49,000 00
Gilsonite	49,600 00
Bermudez	50,800 00
Trinidad	50,200 00
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	41,990 00
Gilsonite	42,590 00
Bermudez	43,790 00
Trinidad	43,190 00

Awarded to Joseph A. Boyce, on Residuum.

Road No 847 — Copenhagen–Lowville, Part 2, Lewis County; Length, 5.74 Miles.

Morris Kantrowitz, Albany, N. Y.:

Residuum	$71,800 00
Gilsonite	72,600 00
Bermudez	74,200 00
Trinidad	73,400 00

Semper Brothers, Watertown, N. Y.:

Residuum	63,337 00
Gilsonite	66,000 00
Bermudez	67,642 00
Trinidad	66,821 00

Burns Bros. & Haley, Watertown, N. Y.:

Residuum	62,716 00
Gilsonite	63,537 00
Bermudez	64,358 00
Trinidad	65,179 00

Frank L. Cohen, Buffalo, N. Y.:

Residuum	66,000 00
Gilsonite	66,500 00
Bermudez	68,200 00
Trinidad	67,300 00

P. H. Murray, Rochester, N. Y.:

Residuum	60,916 00
Gilsonite	61,737 00
Bermudez	63,379 00
Trinidad	62,558 00

J. P. Cunningham, Plattsburg, N. Y.:

Residuum	63,627 00
Gilsonite	66,467 00
Bermudez	66,626 00
Trinidad	66,555 00

Awarded to P. H. Murray, on Trinidad.

ROAD NO. 5052 — NEW HARTFORD VILLAGE, ONEIDA COUNTY; LENGTH, .65 MILE.

Harry W. Roberts Co., Utica, N. Y.	$21,987 00
Mohawk Eng. & Const. Co., Schenectady, N. Y.	19,947 00
J. D. Moynehan, Mohawk, N. Y.	23,500 00
Conroy & Nixdorf, Oneida, N. Y.	20,440 00
F. V. E. Bardol, Buffalo, N. Y.	20,000 00
Charles R. Lewis, Ilion, N. Y.	20,200 00
Clarence Aikenhead Co., Rochester, N. Y.	19,500 00
Corlear Construction Co., Schenectady, N. Y.	22,700 00
John R. Baxter, Jr., Utica, N. Y.	19,159 80
E. J. Doyle & Co., Albany, N. Y.	18,765 00
James E. Martin, Poughkeepsie, N. Y.	20,514 00
John B. Dower, Ballston Spa, N. Y.	19,450 06
Cooper Snell Co., Little Falls, N. Y.	20,798 30
James W. Johnston, Utica, N. Y.	19,930 20
Perretta & Robertacio, Utica, N. Y.	19,780 00

Awarded to E. J. Doyle & Co.

ROAD NO. 848 — LONG LAKE-GROVE, HAMILTON COUNTY; LENGTH, 3.76 MILES.

John Anderson, Newcomb, N. Y.	$49,000 00
J. D. Moynehan, Herkimer, N. Y.	44,900 00

Awarded to J. D. Moynehan.

ROAD NO. 596-A — NORWICH-SOUTH NEW BERLIN, CHENANGO COUNTY, LENGTH, .34 MILE.

Delaware Construction Co., Sidney, N. Y.	$5,300 00
Edward J. Ellison, Maryland, N. Y.	5,488 20
Newport Construction Co., Newport, N. Y.	4,600 00
Erwin D. Baker, Binghamton, N. Y.	5,342 00

Awarded to Newport Construction Co.

Road No. 755 — Altamont-Knox, Albany County; Length 4.25 Miles.

DeGraff & Hogeboom, Bloomington, N. Y.:

Residuum	$47,500 00
Gilsonite	48,500 00
Bermudez	49,800 00
Trinidad	50,000 00

Dorpian City Const. Co., Schenectady, N. Y.:

Residuum	49,831 00
Gilsonite	50,463 00
Bermudez	51,727 00
Trinidad	50,995 00

Ryan & Yale, Brewster, N. Y:

Residuum	45,540 00
Gilsonite	46,440 00
Bermudez	47,900 00
Trinidad	47,940 00

John Harrigan, Albany, N. Y.:

Residuum	45,760 00
Gilsonite	45,990 00
Bermudez	47,000 00
Trinidad	46,570 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	52,000 00
Gilsonite	52,600 00
Bermudez	53,800 00
Trinidad	53,200 00

Joseph Walker, New Paltz, N. Y.:

Residuum	48,052 00
Gilsonite	48,368 00
Bermudez	49,948 00
Trinidad	49,316 00

Lane Construction Co., Meriden, Conn.:

Residuum	53,560 00
Gilsonite	54,190 00

Bermudez	$55,450 00
Trinidad	54,820 00

Awarded to Ryan & Yale, on residuum.

ROAD NO. 5040 — HOOSICK FALLS VILLAGE, RENSSELAER COUNTY; LENGTH 1.56 MILES.

James E. Martin, Poughkeepsie, N. Y.:	
Residuum	$56,989 00
Gilsonite	57,196 00
Bermudez	57,578 00
Trinidad	57,464 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	55,900 00
Gilsonite	55,900 00
Bermudez	55,900 00
Trinidad	55,900 00
Mohawk Eng. & Const. Co., Schenectady, N. Y.:	
Residuum	52,873 00
Gilsonite	53,039 00
Bermudez	53,371 00
Trinidad	53,371 00
W. D. Goodale, Schenectady, N. Y.:	
Residuum	53,000 00
Gilsonite	53,050 00
Bermudez	53,100 00
Trinidad	53,100 00
Geo. H. Gifford, Jamaica, L. I.:	
Residuum	58,000 00
Gilsonite	58,400 00
Bermudez	58,500 00
Trinidad	58,500 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	54,100 00
Gilsonite	54,600 00
Bermudez	54,600 00
Trinidad	54,300 00

John B. Dower, Ballston Spa, N. Y.:

Residuum	$51,240 00
Gilsonite	51,418 00
Bermudez	51,900 00
Trinidad	51,900 00

Wiltse & Rigney, Rensselaer, N. Y., informal.

Michael Fitzgerald, Hoosick Falls, N. Y.:

Residuum	51,947 57
Gilsonite	52,685 48
Bermudez	54,795 37
Trinidad	52,565 87

Mulderry Brothers, Albany, N. Y.:

Residuum	52,600 00
Gilsonite	52,770 00
Bermudez	52,940 00
Trinidad	52,850 00

Flood & Van Wirt, Hudson Falls, N. Y.:

Residuum	54,500 00
Gilsonite	54,800 00
Bermudez	55,100 00
Trinidad	54,900 00

Awarded to John B. Dower, on Bermudez.

ROAD NO. 555 — SYRACUSE-CHITTENANGO, ONONDAGA COUNTY; LENGTH 1.79 MILES.

P. H. Murray, Rochester, N. Y.:

Residuum	$88,200 00
Gilsonite	89,790 00
Bermudez	91,380 00
Trinidad	90,585 00

Burns Bros. & Haley, Watertown, N. Y.:

Residuum	94,564 00
Gilsonite	95,364 00
Bermudez	96,164 00
Trinidad	96,964 00

Mosier & Summers, Buffalo, N. Y.:	
Residuum	$89,000 00
Gilsonite	91,500 00
Bermudez	93,000 00
Trinidad	92,500 00
Coast & Interior Cont. Co., Fayetteville, N. Y.:	
Residuum	97,000 00
Gilsonite	98,000 00
Bermudez	100,000 00
Trinidad	99,000 00
James Anderson, New Haven, N. Y.:	
Residuum	86,003 60
Gilsonite	86,798 91
Bermudez	88,389 41
Trinidad	88,389 41
Central City Paving Co., Syracuse, N. Y.:	
Residuum	87,500 00
Gilsonite	88,300 00
Bermudez	89,098 00
Trinidad	89,363 00
James E. Martin, Poughkeepsie, N .Y.:	
Residuum	98,840 00
Gilsonite	99,670 00
Bermudez	101,300 00
Trinidad	100,600 00
Warner Quinlan Asphalt Co., Syracuse, N. Y.:	
Residuum	91,200 00
Gilsonite	93,600 00
Bermudez	95,200 00
Trinidad	92,000 00
E. Brown Baker, Herkimer, N. Y.:	
Residuum	85,741 00
Gilsonite	86,536 00
Bermudez	88,027 00
Trinidad	87,332 00

Morris Kantrowitz, Albany, N. Y.:	
Residuum	$92,000 00
Gilsonite	92,800 00
Bermudez	94,400 00
Trinidad	93,600 00
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	86,790 00
Gilsonite	89,590 00
Bermudez	89,590 00
Trinidad	89,590 00

Awarded to E. Brown Baker, on Residuum.

ROAD NO. 628 — ROCK CITY-LAFAYETTEVILLE, DUTCHESS COUNTY; LENGTH 4.66 MILES.

Harper, Jova & Kehoe, Inc., Newburg, N. Y.	$40,800 00
James E. Martin, Poughkeepsie, N. Y	47,889 00
John E. Consalus, Kingston, N. Y	47,420 00
Jos. Walker, New Paltz, N. Y	42,781 00
Lane Constr. Co., Meriden, Conn	48,600 00

Awarded to Harper, Jova & Kehoe.

Total awards on April 6, 1910	$818,765 25

APRIL 8, 1910.

ROAD NO. 5043 — ITHACA-DANBY, PART 1, TOMPKINS COUNTY; LENGTH 2.59 MILES.

F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	$39,000 00
Gilsonite	39,000 00
Bermudez	39,000 00
Trinidad	39,000 00
Morris Kantrowitz, Albany, N. Y.:	
Residuum	32,000 00
Gilsonite	32,400 00
Bermudez	33,200 00
Trinidad	32,800 00

McAfee Concrete Co., Athens, Pa.:

Residuum	$32,900	00
Gilsonite	33,310	00
Bermudez	34,000	00
Trinidad	33,720	00

P. D. Conley, Ithaca, N. Y.:

Residuum	35,027	25
Gilsonite	35,437	25
Bermudez	36,257	25
Trinidad	35,847	25

Erwin D. Baker, Binghamton, N. Y.:

Residuum	36,282	00
Gilsonite	37,102	00
Bermudez	37,512	00
Trinidad	37,512	00

Awarded to Morris Kantrowitz, on Trinidad.

Road No. 5037 — Richfield Springs-Schuyler Lake, Otsego County; Length 3.50 Miles.

Dorpian City Constr. Co., Schenectady, N. Y.:

Residuum	$39,092	00
Gilsonite	39,602	00
Bermudez	40,622	00
Trinidad	40,112	00

John Harrigan, New York city:

Residuum	39,995	00
Gilsonite	40,495	00
Bermudez	41,695	00
Trinidad	40,795	00

Charles F. Jordan Co., Albany, N. Y.:

Residuum	41,147	00
Gilsonite	42,167	00
Burmudez	42,602	00
Trinidad	42,602	00

F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	$46,000 00
Gilsonite	46,000 00
Burmudez	46,000 00
Trinidad	46,000 00
Delaware Construction Co., Sydney, N. Y.:	
Residuum	41,000 00
Gilsonite	41,600 00
Burmudez	43,000 00
Trinidad	42,500 00
E. D. Baker, Binghamton, N. Y.:	
Residuum	40,981 00
Gilsonite	42,800 00
Burmudez	41,481 00
Trinidad	42,000 00

Awarded to Dorpion City Construction Co., on Residuum.

ROAD NO. 492 — LAKE, PART 2 AND 4TH SECTION; MONROE COUNTY; LENGTH 5.75 MILES.

Ripton & Murphy, Rochester, N. Y	$44,315 00
Chambers & Grady, Rochester, N. Y	48,500 00
F. V. E. Bardol, Buffalo, N. Y	52,000 00
Whitmore, Rauber & Vicinus, Rochester, N. Y.	41,769 00
Joseph Dunfee, Syracuse, N. Y	45,727 31
Frederick A. Brotsch, Jr., Rochester, N. Y	40,500 00
Schroeder, Hicks Const. Co., Rochester, N. Y	42,500 00
Frank L. Cohen, Buffalo, N. Y	42,600 00
John Miller, Buffalo, N. Y	43,826 05
John Palace, Lockport, N. Y	44,449 00
Thomas Holahan, Rochester, N. Y	43,500 00
Hucknall Const. Co., Albion, N. Y	42,701 55

Awarded to Frederick A. Brotsch, Jr.

ROAD NO. 853 — BATAVIA-ELBA, GENESEE COUNTY; LENGTH 4.07 MILES.

John Miller, Buffalo, N. Y.	$16,183 91
F. A. Brotsch, Rochester, N. Y.	16,800 00
Mosier & Summers, Buffalo, N. Y.	17,400 00

Awarded to John Miller.

ROAD NO. 856 — GENESEO VILLIGE, LIVINGSTON COUNTY; LENGTH 1.32 MILES.

McCarthy & Simerson, Mt. Morris, N. Y.:	
Residuum	$17,183 79
Gilsonite	17,401 79
Bermudez	17,837 79
Trinidad	17,619 79
Fraser & Lowe, Geneseo, N. Y.:	
Residuum	17,769 00
Gilsonite	18,987 00
Bermudez	19,205 00
Trinidad	19,423 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	20,000 00
Gilsonite	20,000 00
Bermudez	20,000 00
Trinidad	20,000 00
Schroeder, Hicks Const. Co., Rochester, N. Y.:	
Residuum	16,900 00
Gilsonite	17,118 00
Bermudez	17,554 00
Trinidad	17,336 00

Awarded to Schroeder, Hicks Const. Co., on Residuum.

Road No. 686 — Weedsport-Cato, Cayuga County; Length 8.72 Miles.

Joseph H. Conners & Co., Fulton, N. Y.:	
Residuum	$103,790 00
Gilsonite	110,000 00
Bermudez	107,690 00
Trinidad	106,390 00
Frank L. Cohen, Buffalo, N. Y.:	
Residuum	105,900 00
Gilsonite	106,500 00
Berumdez	109,800 00
Trinidad	108,600 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum,	106,000 00
Gilsonite	108,000 00
Bermudez	110,000 00
Trinidad	109,000 00
Albert Gaffey, Syracuse, N. Y.:	
Residuum	109,000 00
Gilsonite	110,300 00
Bermudez	112,900 00
Trinidad	111,600 00
Fred. A. Brotsch, Rochester, N. Y.:	
Residuum	104,000 00
Gilsonite	110,000 00
Bermudez	109,000 00
Trinidad	109,000 00
Newport Constr. Co., Newport, N. Y.:	
Residuum	108,500 00
Gilsonite	112,400 00
Bermudez	116,300 00
Trinidad	112,400 00
Burns Bros. & Haley, Watertown, N. Y.:	
Residuum	111,700 00
Gilsonite	114,300 00
Bermudez	116,600 00
Trinidad	117,500 00

Thomas Holahan, Rochester, N. Y.:	
Residuum	$102,000 00
Gilsonite	110,450 00
Bermudez	113,050 00
Trinidad	110,950 00
Morris Kantrowitz, Albany, N. Y.:	
Residuum	98,000 00
Gilsonite	99,300 00
Berumdez	101,900 00
Trinidad	100,600 00
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	111,999 00
Gilsonite	113,500 00
Bermudez	116,100 00
Trinidad	114,800 00

Awarded to Morris Kantrowitz, on Bermudez.

ROAD NO. 5015 — CANANDAIGUA VILLAGE, ONTARIO COUNTY; LENGTH 1.19 MILES.

Mulderry Brothers, Albany, N. Y.:	
Residuum	$22,364 00
Gilsonite	22,469 00
Bermudez	22,679 00
Trinidad	22,574 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	26,000 00
Gilsonite	26,000 00
Bermudez	26,000 00
Trinidad	26,000 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	22,500 00
Gilsonite	23,000 00
Bermudez	23,500 00
Trinidad	23,400 00

Fred. A. Brotsch, Rochester, N. Y.:		
Residuum	$24,700	00
Gilsonite	25,300	00
Bermudez	25,200	00
Trinidad	25,200	00
Robert W. Hensen, Geneva, N. Y.:		
Residuum	26,201	00
Gilsonite	26,201	00
Bermudez	26,201	00
Trinidad	26,201	00
M. F. Dollard, Albany, N. Y.:		
Residuum	22,905	65
Gilsonite	23,010	85
Bermudez	23,221	25
Trinidad	23,116	05
Thomas Holahan, Rochester, N. Y.:		
Residuum	23,000	00
Gilsonite	23,315	60
Bermudez	23,631	06
Trinidad	23,526	00
Hagaman, Miller & Hagaman, Rochester, N. Y.:		
Residuum	23,200	00
Gilsonite	23,300	00
Bermudez	23,500	00
Trinidad	23,400	00
Mohawk Engineerng and Construction Co., Schenectady, N. Y.:		
Residuum	23,487	00
Gilsonite	23,592	00
Bermudez	23,602	00
Trinidad	23,602	00
Whitmore, Rauber & Vicinus, Rochester, N. Y.:		
Residuum	22,200	00
Gilsonite	22,735	00
Bermudez	22,945	00
Trinidad	22,850	00

Clarence Aikenhead Co., Rochester, N. Y.:	
Residuum	$22,000 00
Gilsonite	22,300 00
Bermudez	22,500 00
Trindad	22,400 00
Schroeder, Hicks Constr. Co., Rochester, N. Y.:	
Residuum	23,900 00
Gilsonite	24,105 00
Bermudez	24,210 00
Trinidad	24,105 00

Awarded to Clarence Aikenhead Co., on Residuum.

ROAD NO. 746 — CARLEY'S MILLS-PARISH, OSWEGO COUNTY; LENGTH 1.12 MILES.

Perretta & Robertacio, Utica, N. Y	$9,890 00
J. H. Conners & Co., Fulton, N. Y	11,385 00

Awarded to Perretta & Robertacio.

ROAD NO. 598A — NORWICH-PRESTON, CHENANGO COUNTY; LENGTH .22 MILE.

E. D. Baker, Binghamton, N. Y	$6,600 00
Perretta & Robertacio, Utica, N. Y	7,450 00
Delaware Constr. Co., Sidney, N. Y	7,400 00
Newport Constr. Co., Newport, N. Y	5,900 00

Awarded to Newport Constr. Co.

ROAD NO. 761 — DEANSBORO-NEW HARTFORD, ONEIDA COUNTY; LENGTH, 6.32 MILES.

Newport Constr. Co., Sidney, N. Y.:	
Residuum	$74,200 00
Gilsonite	77,300 00
Bermudez	80,000 00
Trinidad	77,300 00

James E. Martin, Poughkeepsie, N. Y.:

Residuum	$74,900 00
Gilsonite	75,850 00
Bermudez	78,860 00
Trinidad	76,990 00

Kennedy Roofing & Paving Co., Utica, N. Y.:

Residuum	69,174 00
Gilsonite	70,205 00
Bermudez	72,268 00
Trinidad	73,368 00

Ripton & Murphy, Rochester, N. Y.:

Residuum	66,700 00
Gilsonite	68,700 00
Bermudez	70,700 00
Trinidad	69,700 00

Daniel L. Mott, Utica, N. Y.:

Residuum	73,600 00
Gilsonite	78,000 00
Bermudez	76,100 00
Trinidad	76,100 00

Burns Bros. & Haley, Watertown, N. Y.:

Residuum	70,738 00
Gilsonite	72,800 00
Bermudez	73,831 00
Trinidad	74,362 00

Delaware Constr. Co., Sidney, N. Y.:

Residuum	65,700 00
Gilsonite	65,900 00
Bermudez	69,000 00
Trinidad	68,000 00

Conroy & Nixdorf, Oneida, N. Y.:

Residuum	63,013 66
Gilsonite	64,045 73
Bermudez	66,109 75
Trinidad	65,076 51

Morris Kantrowitz, Albany, N. Y.:

Residuum	$63,800 00
Gilsonite	64,800 00
Bermudez	66,800 00
Trinidad	65,800 00

Thomas Holahan, Rochester, N. Y.:

Residuum	66,500 00
Gilsonite	67,634 50
Bermudez	72,000 00
Trinidad	71,000 00

J. P. Cunningham, Plattsburg, N. Y.:

Residuum	69,238 00
Gilsonite	71,269 00
Bermudez	72,332 00
Trinidad	71,300 00

Awarded to Conroy & Nixdorf, on Residuum.

ROAD NO. 5036 — LOWVILLE-MARTINSBURG, LEWIS COUNTY; LENGTH 2.61 MILES.

J. P. Cunningham, Plattsburg, N. Y.:

Residuum	$33,953 00
Gilsonite	35,461 00
Bermudez	35,531 00
Trinidad	35,500 00

Semper Brothers, Watertown, N. Y.:

Residuum	38,783 00
Gilsonite	39,643 00
Bermudez	40,503 00
Trinidad	40,073 00

Corlear Constr. Co., Schenectady, N. Y.:

Residuum	37,865 00
Gilsonite	38,295 00
Bermudez	39,155 00
Trinidad	38,725 00

Burns Bros. & Haley, Watertown, N. Y.:

Residuum	$35,838 00
Gilsonite	36,950 00
Bermudez	38,060 00
Trinidad	38,500 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	33,000 00
Gilsonite	33,400 00
Bermudez	34,200 00
Trinidad	33,800 00

Awarded to Morris Kantrowitz, on Trinidad.

ROAD No. 5038 — COUNTY LINE-HOPE CENTER, HAMILTON COUNTY; LENGTH 3.00 MILES.

Schroeder, Hicks Constr. Co., Rochester, N. Y.:

Residuum	$43,000 00
Gilsonite	43,493 00
Bermudez	44,481 00
Trinidad	43,987 00

James E. Martin, Poughkeepsie, N. Y.:

Residuum	44,860 00
Gilsonite	45,300 00
Bermudez	46,200 00
Trinidad	45,200 00

J. D. Moynehan & Co., Herkimer, N. Y.:

Residuum	38,495 00
Gilsonite	39,995 00
Bermudez	40,595 00
Trinidad	41,595 00

John Harrigan, New York City:

Residuum	38,719 00
Gilsonite	39,119 00
Bermudez	39,919 00
Trinidad	39,519 00

Flood & Van Wirt, Hudson Falls:

Residuum	$35,995 00
Gilsonite	36,500 00
Bermudez	37,974 00
Trinidad	38,221 00

Awarded to Flood & Van Wirt, on Bermudez.

ROAD NO. 542 — SCHOOL HOUSE-CAROGA CREEK, FULTON COUNTY; LENGTH 2.69 MILES.

Alonzo Schaupp, Albany, N. Y.:

Residuum	$37,300 00
Gilsonite	38,900 00
Bermudez	39,500 00
Trinidad	39,400 00

Schroeder, Hicks Cont. Co., Rochester, N. Y.:

Residuum	35,500 00
Gilsonite	35,886 00
Bermudez	36,558 00
Trinidad	36,272 00

James E. Martin, Poughkeepsie, N. Y.:

Residuum	33,469 00
Gilsonite	34,989 00
Bermudez	35,700 00
Trinidad	36,000 00

John Harrigan, Albany, N. Y.:

Residuum	31,949 00
Gilsonite	32,349 00
Bermudez	33,149 00
Trinidad	32,749 00

Albert M. Baker, Gloversville, N. Y.:

Residuum	38,990 90
Gilsonite	39,376 80
Bermudez	39,954 65
Trinidad	39,762 70

Flood & Van Wirt Co., Hudson Falls, N. Y.:

Residuum	$30,995 00
Gilsonite	31,750 00
Bermudez	32,700 00
Trinidad	32,600 00

Spuyten-Duyvil Constr. Co., New York City:

Residuum	34,870 00
Gilsonite	35,370 00
Bermudez	36,370 00
Trinidad	35,870 00

Morris Kantrowitz, Albany, N.Y.:

Residuum	32,000 00
Gilsonite	32,400 00
Bermudez	33,200 00
Trinidad	32,800 00

C. W. Trumbull, Schenectady, N. Y.:

Residuum	35,000 00
Gilsonite	35,400 00
Bermudez	36,000 00
Trinidad	36,000 00

Awarded to Flood & Van Wirt Co., on Residuum.

ROAD No. 5039 — WEST BERNE-GALLUPVILLE, ALBANY & SCHOHARIE COUNTIES; LENGTH 4.01 MILES.

Joseph Walker, New Paltz, N. Y.:

Residuum	$67,554 00
Gilsonite	68,208 00
Bermudez	69,515 00
Trinidad	68,862 00

DeGraff & Hogeboom, Bloomington, N. Y.:

Residuum	61,989 00
Gilsonite	62,900 00
Bermudez	64,400 00
Trinidad	64,800 00

John & Thos. Murphy, Cobleskill, N. Y.:	
Residuum	$62,763 15
Gilsonite	63,416 95
Bermudez	64,070 75
Trinidad	63,416 19
John E. Consalus, Kingston, N. Y.:	
Residuum	64,785 00
Gilsonite	65,435 00
Bermudez	66,735 00
Trinidad	66,085 00
Creedon & Pitou, New York City:	
Residuum	68,000 00
Gilsonite	69,000 00
Bermudez	71,000 00
Trinidad	70,000 00
Charles F. Jordan Co., Albany, N. Y.:	
Residuum	62,974 00
Gilsonite	64,028 00
Bermudez	65,346 00
Trinidad	65,346 00
Ryan & Yale, Brewster, N. Y.:	
Residuum	64,750 00
Gilsonite	65,450 00
Bermudez	67,200 00
Trinidad	67,220 00
Delaware Constr. Co., Sidney, N. Y.:	
Residuum	69,000 00
Gilsonite	69,700 00
Bermudez	71,000 00
Trinidad	70,400 00
Mulderry Brothers, Albany, N. Y.:	
Residuum	78,400 00
Gilsonite	79,000 00
Bermudez	79,600 00
Trinidad	79,000 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	$64,000 00
Gilsonite	64,600 00
Bermudez	65,800 00
Trinidad	65,200 00

Lane Constr. Co., Meriden, Conn.:

Residuum	70,200 00
Gilsonite	70,900 00
Bermudez	72,200 00
Trinidad	71,500 00

Awarded to DeGraff & Hogeboom, on Residuum.

Road No. 5051 — Little Neck-Old Westbury, Part 3, Nassau County; Length 1.97 Miles.

H. J. Mullen, Jamaica, N. Y.:

Residuum	$24,955 00
Gilsonite	25,555 00
Bermudez	25,955 00
Trinidad	25,955 00

Joseph A. Boyce, Long Island City:

Residuum	24,996 00
Gilsonite	25,320 00
Bermudez	25,969 00
Trinidad	25,644 00

Andrews Brothers, Mineola, N. Y.:

Residuum	29,874 80
Gilsonite	30,198 80
Bermudez	30,866 80
Trinidad	30,522 80

New Commonwealth Cont. Co., N. Y. City:

Residuum	26,940 00
Gilsonite	29,024 00
Bermudez	29,348 00
Trinidad	29,250 00

Clancy & Van Alst, Astoria, L. I.:

Residuum	$25,995 00
Gilsonite	26,320 00
Bermudez	26,970 00
Trinidad	26,645 00

Awarded to H. J. Mullen, on Residuum.

ROAD NO. 823 — FALLS MILLS-CALLICOON, SULLIVAN COUNTY; LENGTH 4.82 MILES.

Dunbar Constr. Co., New York City:

Residuum	$61,000 00
Gilsonite	62,085 00
Bermudez	64,255 00
Trinidad	63,170 00

Creedan & Pitou, New York City:

Residuum	70,000 00
Gilsonite	70,500 00
Bermudez	71,500 00
Trinidad	71,000 00

James E. Martin, Poughkeepsie, N. Y.:

Residuum	74,500 00
Gilsonite	75,000 00
Bermudez	77,000 00
Trinidad	76,800 00

Todd Constr. Co., Newburg, N. Y.:

Residuum	68,225 25
Gilsonite	68,225 25
Bermudez	68,925 25
Trinidad	68,925 25

W. J. Randall, Stillwater, N. Y.:

Residuum	69,719 25
Gilsonite	71,119 25
Bermudez	72,519 25
Trinidad	71,819 25

Copius & Gross, Newburg, N. Y.:

Residuum	$73,289 50
Gilsonite	73,989 50
Bermudez	74,689 50
Trinidad	75,389 50

Almahar Constr. Co., Albany, N. Y.:

Residuum	62,582 00
Gilsonite	63,400 00
Bermudez	65,000 00
Trinidad	64,000 00

Charles F. Jordan & Co., Albany, N. Y.:

Residuum	65,571 00
Gilsonite	66,971 00
Bermudez	69,021 00
Trinidad	69,021 00

E. D. Baker, Binghamton, N. Y.:

Residuum	69,800 00
Gilsonite	71,200 00
Bermudez	71,500 00
Trinidad	71,000 00

Bellew & Merritt Co., Tuckahoe, N. Y.:

Residuum	59,943 50
Gilsonite	64,000 00
Bermudez	64,000 00
Trinidad	63,680 00

Awarded to Bellew & Merritt Co., on Residuum.

ROAD NO. 846 — SAG HARBOR-EASTHAMPTON, SUFFOLK COUNTY; LENGTH 5.30 MILES.

Dunbar Cont. Co., New York City:

Residuum	$62,300 00
Gilsonite	63,606 00
Bermudez	66,218 00
Trinidad	64,912 00

New Commonwealth Cont. Co., New York City:

Residuum	$77,906 00
Gilsonite	83,331 00
Bermudez	85,726 00
Trinidad	84,202 00

H. J. Mullen, Jamaica, L. I.:

Residuum	65,000 00
Gilsonite	66,700 00
Bermudez	67,600 00
Trinidad	67,600 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	62,800 00
Gilsonite	63,700 00
Bermudez	65,500 00
Trinidad	64,600 00

Awarded to Dunbar Cont. Co., on Residuum.

Road No. 5050 — Casper Creek-Wappingers Falls, Dutchess County; Length 2.11 Miles.

John E. Consalus, Kingston, N. Y.:

Residuum	$27,780 00
Gilsonite	28,330 00
Bermudez	29,000 00
Trinidad	28,650 00

Lane Constr. Co., Meriden, Conn.:

Residuum	29,700 00
Gilsonite	30,200 00
Bermudez	30,900 00
Trinidad	30,200 00

Ryan & Yale, Brewster, N. Y.:

Residuum	27,200 00
Gilsonite	27,600 00
Bermudez	28,500 00
Trinidad	28,520 00

James E. Martin, Poughkeepsie, N. Y.:

Residuum	$24,984 00
Gilsonite	26,300 00
Bermudez	27,400 00
Trinidad	27,250 00

Copius & Gross, Newburg, N. Y.:

Residuum	28,989 42
Gilsonite	29,306 38
Bermudez	29,940 30
Trinidad	29,623 34

Samuel Beskin, Fishkill-on-Hudson, N. Y.:

Residuum	28,142 00
Gilsonite	28,494 00
Bermudez	29,200 00
Trinidad	28,840 00

H. J. Mullen, Jamaica, L. I.:

Residuum	30,000 00
Gilsonite	30,700 00
Bermudez	31,000 00
Trinidad	31,000 00

Awarded to James E. Martin, on Residuum.

ROAD NO. 5055 — RIVERSIDE-WEAVERTOWN, PART 1, WARREN COUNTY; LENGTH 1.65 MILES.

James E. Martin, Poughkeepsie, N. Y.:

Residuum	$30,900 00
Gilsonite	31,300 00
Bermudez	31,800 00
Trinidad	31,500 00

Morris Kantrowitz, Albany, N. Y.:

Residuum	25,800 00
Gilsonite	26,100 00
Bermudez	26,700 00
Trinidad	26,400 00

J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	$28,578 00
Gilsonite	29,732 00
Bermudez	30,272 00
Trinidad	30,002 00
Santanoni Constr. Co., Albany, N. Y.:	
Residuum	25,490 00
Gilsonite	25,790 00
Bermudez	25,990 00
Trinidad	26,190 00
Linehan & Burnham, Glens Falls, N. Y.:	
Residuum	27,051 08
Gilsonite	27,320 93
Bermudez	27,860 63
Trinidad	27,590 78

Awarded to Santanoni Constr. Co., on Residuum.

Total awards on April 8, 1910	$710,609 57

MAY 6, 1910.

GOLDEN'S BRIDGE-TURK'S HILL, COUNTY HIGHWAY NO. 770 — WESTCHESTER COUNTY.*

Decicco Contracting Co., Larchmont, N. Y.	$35,499 00
W. F. McCabe, White Plains, N. Y.	33,916 00
C. F. Jordan & Co., Albany, N. Y.	33,646 00
F. G. Fowler Constr. Co., Mount Kisco, N. Y.	40,941 00
Dunbar Contracting Co., New York City	40,281 85
Thomas O'Hern, Yonkers, N. Y.	35,719 00

Awarded to C. F. Jordan & Co.

Total awards on May 6, 1910	$33,646 00

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* For completion.

MAY 27, 1910.

ALTAMONT VILLAGE, COUNTY HIGHWAY NO. 849 — ALBANY COUNTY; LENGTH 1.10 MILES.

Delaware Construction Co., Sidney, N. Y.:	
Residuum	$23,800 00
Bermudez	25,000 00
Trinidad	24,500 00
Ryan & Yale, Brewster, N. Y.:	
Residuum	25,470 00
Bermudez	26,070 00
Trinidad	26,070 00

Awarded to Delaware Construction Co., on Bermudez.

OLEAN-HINSDALE, PART 1, STATE HIGHWAY NO. 5066 — CATTARAUGUS COUNTY; LENGTH 2.94 MILES.

Wm. McIntyre & Sons, Sharon, Pa.:	
Residuum	$41,611 85
Bermudez	43,054 85
Trinidad	42,573 85
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	38,000 00
Bermudez	39,400 00
Trinidad	39,000 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	34,900 00
Bermudez	37,900 00
Trinidad	37,400 00
Thos. Fitzgerald Co., Fredonia, N. Y.:	
Brick	73,000 00
F. V. E. Bardol, Buffalo, N. Y.:	
Brick	69,968 00

Awarded to F. L. Cohen, on Residuum.

FALCONER VILLAGE, STATE HIGHWAY NO. 5067 — CHAUTAUQUA COUNTY; LENGTH 1.06 MILES.

Wm. McIntyre & Son, Sharon, Pa.:	
Brick	$46,747 00
Thomas Mahoney, Jamestown, N. Y.:	
Brick	47,492 80
S. T. Benson & Co., Falconer, N. Y.:	
Brick	44,753 00
F. V. E. Bardol, Buffalo, N. Y.:	
Brick	50,000 00
Thomas Fitzgerald, Fredonia, N. Y.:	
Brick	47,000 00
Warren Brothers Co., Boston, Mass.:	
Bithulithic	49,916 25

Awarded to S. T. Benson & Co., on Brick.

NORWICH VILLAGE STATE HIGHWAY NO. 5057 — CHENANGO COUNTY; LENGTH, .51 MILES.

Creeden & Pitou, New York City	$10,300 00
Newport Constr. Co., Newport, N. Y	10,400 00
Albert Gaffey, Syracuse, N. Y	11,000 00

Awarded to Creeden & Pitou.

KEESEVILLE-AUSABLE CHASM, STATE HIGHWAY NO. 5056 — CLINTON COUNTY; LENGTH 2.28 MILES.

Delaware Construction Co., Sidney, N. Y.:	
Residuum	$27,000 00
Bermudez	27,200 00
Trinidad	27,300 00
Sherrill Hardware & Plumbing Co., Hudson Falls, N. Y.:	
Residuum	22,809 00
Bermudez	22,860 00
Trinidad	23,000 00

Brown & Lowe, Schenectady, N. Y.:	
Residuum	$30,787 02
Bermudez	30,912 72
Trinidad	30,912 72
J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	25,999 00
Bermudez	26,974 00
Trinidad	26,961 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	26,000 00
Bermudez	26,300 00
Trinidad	26,100 00
John B. Dower, Ballston Spa, N. Y.:	
Residuum	23,252 00
Bermudez	23,600 00
Trinidad	23,440 00

Awarded to Sherrill H. & P. Co., on Bermudez.

KEESEVILLE VILLAGE, COUNTY HIGHWAY NO. 859 — CLINTON AND ESSEX COUNTIES; LENGTH 1.24 MILES.

J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	$17,431 00
Bermudez	18,267 00
Trinidad	18,018 00
Sherrill Hardw. & Plumb. Co., Hudson Falls, N. Y.:	
Residuum	15,999 00
Bermudez	16,190 00
Trinidad	16,500 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	21,283 08
Bermudez	21,756 60
Trinidad	21,756 60

F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	$19,000 00
Bermudez	19,500 00
Trinidad	19,300 00
John B. Dower, Ballston Spa, N. Y.:	
Residuum	14,719 00
Bermudez	15,750 00
Trinidad	15,666 00

Awarded to John B. Dower, on Bermudez.

HOMER VILLAGE, STATE HIGHWAY NO. 5058 — CORTLAND COUNTY; LENGTH 2.01 MILES.

Mulderry Bros., Albany, N. Y.:	
Residuum	$48,670 00
Bermudez	48,688 00
Trinidad	48,670 00
C. Aikenhead Co., Rochester, N. Y.:	
Residuum	52,700 00
Bermudez	52,900 00
Trinidad	52,800 00
E. D. Baker, Binghamton, N. Y.:	
Residuum	51,212 00
Bermudez	51,817 00
Trinidad	51,690 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	51,000 00
Bermudez	51,000 00
Trinidad	51,000 00
Delaware Construction Co., Sidney, N. Y.:	
Residuum	51,700 00
Bermudez	52,000 00
Trinidad	51,900 00

Central City Paving Co., Syracuse, N. Y.:	
Residuum	$50,500 00
Bermudez	50,560 00
Trinidad	50,530 00
Chas. C. Hookway, Syracuse, N. Y.:	
Residuum	48,949 00
Bermudez	49,000 00
Trinidad	49,000 00
S. P. Hull, Cortland, N. Y	Informal bid
Albert Gaffey, Syracuse, N. Y.:	
Residuum	48,800 00
Bermudez	49,000 00
Trinidad	48,900 00

Awarded to Mulderry Brothers on Bermudez.

CORTLAND-TRUXTON, PART 1, COUNTY HIGHWAY NO. 738— CORTLAND COUNTY; LENGTH 6.51 MILES.

Creeden & Pitou, New York, N. Y.:	
Residuum	$75,842 00
Bermudez	75,842 00
Trinidad	75,842 00
E. D. Baker, Binghamton, N. Y.:	
Residuum	68,980 00
Bermudez	70,517 84
Trinidad	70,250 00
D. L. Mott, Utica, N. Y.:	
Residuum	79,400 00
Chambers & Grady, Rochester, N. Y.:	
Residuum	71,934 00
Bermudez	71,369 00
Trinidad	72,157 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	72,860 00
Bermudez	73,300 00
Trinidad	73,100 00

Delaware Construction Co., Sidney, N. Y.:

Residuum	$73,800 00
Bermudez	74,500 00
Trinidad	74,300 00

F. A. Brotsch, Jr., Rochester, N. Y.:

Residuum	70,000 00
Bermudez	71,000 00
Trinidad	71,000 00

Thos. O'Hern, Yonkers, N. Y.:

Residuum	63,514 59
Bermudez	63,848 82
Trinidad	63,737 41

Central City Paving Co., Syracuse, N. Y.:

Residuum	68,820 00
Bermudez	69,043 00
Trinidad	68,932 00

F. V. E. Bardol, Buffalo, N. Y.:

Residuum	72,000 00
Bermudez	72,300 00
Trinidad	72,200 00

Albert Gaffey, Syracuse, N. Y.:

Residuum	70,500 00
Bermudez	71,000 00
Trinidad	70,880 00

Awarded to Thomas O'Hern, on Bermudez.

DELAWARE RIVER, COUNTY HIGHWAY NO. 145-R — DELAWARE COUNTY; LENGTH 1.00 MILE.

Clancy & Van Alst, Astoria, L. I.:

Residuum	$9,995 00
Berumdez	10,490 00
Trinidad	10,325 00

Creeden & Pitou, New York, N. Y.:	
Residuum	$9,896 00
Bermudez	10,721 00
Trinidad	10,721 00
Delaware Construction Co., Sidney, N. Y.:	
Residuum	10,480 00
Bermudez	11,000 00
Trinidad	10,800 00

Awarded to Creeden & Pitou, on Residuum.

State Farm, County Highway No. 525-A — Erie County; Length .59 Mile.

Standing Cont. Co., Collins, N. Y.	$5,977 00
Mosier & Summers, Buffalo, N. Y.	5,998 00
John Miller, Buffalo, N. Y.	6,994 00
Busch & Percival, Buffalo, N. Y.	6,900 00
F. V. E. Bardol, Buffalo, N. Y.	7,000 00

Awarded to Standing Contg. Co.

Hamburg Village, County Highway No. 862 — Erie County; Length .97 Mile.

Moore & Smith, Buffalo, N. Y.	$56,505 50
F. L. Cohen, Buffalo, N. Y.	49,000 00
Thos. Fitzgerald Co., Fredonia, N. Y.	52,000 00
F. V. Brotsch Co., Rochester, N. Y.	51,558 00
Mulderry Brothers, Albany, N. Y.	48,600 00
Mosier & Summers, Buffalo, N. Y.	51,500 00
Robt. W. Henson, Geneva, N. Y.	47,994 00
F. V. E. Bardol, Buffalo, N. Y.	49,000 00
Hurley & Lyne, Fredonia, N. Y.	47,500 00
L. H. Gipp Cons. Co., Buffalo, N. Y.	48,000 00
John E. Johnson, Buffalo, N. Y.	49,325 00

Awarded to Hurley & Lyne.

BLAISDELL VILLAGE, COUNTY HIGHWAY NO. 863 — ERIE COUNTY; LENGTH 1.06 MILES.

Frank L. Cohen, Buffalo, N. Y.	$24,000 00
F. V. E. Bardol, Buffalo, N. Y.	21,000 00
Mosier & Summers, Buffalo, N. Y.	21,400 00
Hurley & Lyne, Fredonia, N. Y.	21,200 00
F. V. Brotsch Co., Rochester, N. Y.	21,516 50
Robert W. Henson, Geneva, N. Y.	21,841 00
L. H. Gipp Constr. Co., Buffalo, N. Y.	21,236 50
John E. Johnson, Buffalo, N. Y.	21,315 00

Awarded to F. V. E. Bardol.

AURORA-GLENWOOD, SECTION 1, COUNTY HIGHWAY 866 — ERIE COUNTY; LENGTH 2.01 MILES.

Eugene P. Forrestell, Buffalo, N. Y.:	
Residuum	$32,500 00
Bermudez	33,000 00
Trinidad	33,000 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	33,000 00
Bermudez	35,700 00
Trinidad	35,400 00
John Miller, Buffalo, N. Y.:	
Residuum	34,906 00
Bermudez	35,488 00
Trinidad	35,294 00
Busch & Percival, Buffalo, N. Y.:	
Residuum	34,755 00
Bermudez	35,531 00
Trinidad	35,628 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	31,000 00
Bermudez	31,500 00
Trinidad	31,400 00

F. V. Brotsch Co., Rochester, N. Y.:	
Residuum	$30,198 00
Bermudez	30,198 00
Trinidad	30,198 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	31,700 00
Bermudez	32,475 00
Trinidad	32,250 00
John E. Johnson, Buffalo, N. Y.:	
Residuum	32,270 40
Bermudez	32,803 90
Trinidad	33,046 40

Awarded to F. V. Brotsch Co., on Bermudez.

AURORA-GLENWOOD, SECTION 2, COUNTY HIGHWAY NO. 751 — ERIE COUNTY; LENGTH 7.07 MILES.

John Miller, Buffalo, N. Y.:	
Residuum	$106,609 25
Bermudez	109,669 25
Trinidad	108,649 25
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	95,000 00
Bermudez	98,000 00
Trinidad	97,000 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	99,900 00
Bermudez	106,900 00
Trinidad	103,900 00
F. V. Brotsch Co., Rochester, N. Y.:	
Residuum	94,000 00
Bermudez	94,000 00
Trinidad	94,000 00

Mosier & Summers, Buffalo, N. Y.:	
Residuum	$103,000 00
Bermudez	107,000 00
Trinidad	106,000 00
Busch & Percival, Buffalo, N. Y.:	
Residuum	104,678 75
Bermudez	108,678 75
Trinidad	109,758 75
John E. Johnson, Buffalo, N. Y.:	
Residuum	97,669 85
Bermudez	100,474 85
Trinidad	101,749 85

Awarded to F. V. Brotsch Co., on Bermudez.

NORTHVILLE VILLAGE-NORTH, STATE HIGHWAY No. 5065 — FULTON COUNTY; LENGTH 2.43 MILES.

Spuyten Duyvil Constr. Co., New York	$32,470 00
Brown & Lowe, Schenectady, N. Y	36,900 00
Delaware Constr. Co., Sidney, N. Y	30,900 00

Awarded to Delaware Construction Co.

HERKIMER VILLAGE, STATE HIGHWAY No. 5060 — HERKIMER COUNTY; LENGTH .77 MILE.

Ætna Engr. Cont. Co., Herkimer, N. Y.:	
Brick and Warrenite	$23,489 00
H. P. Burgard Co., Buffalo, N. Y.:	
Brick and Warrenite	20,500 00
James W. Johnston, Utica, N. Y.:	
Brick and Warrenite	21,200 00
James W. Johnston, Utica, N. Y.:	
Residuum	18,650 00
Bermudez	18,875 00
Trinidad	18,800 00

H. P. Burgard Co., Buffalo, N. Y.:

Residuum.	$18,916 00
Bermudez.	19,195 00
Trinidad.	19,059 00

F. V. E. Bardol, Buffalo, N. Y.:

Residuum.	23,000 00
Bermudez.	23,300 00
Trinidad.	23,200 00

Ætna Engr. & Cont. Co., Herkimer, N. Y.:

Residuum.	19,855 05
Bermudez.	20,074 05
Trinidad.	20,001 05

Awarded to James W. Johnson, on Bermudez.

MIDDLEVILLE VILLAGE-NEWPORT VILLAGE, STATE HIGHWAY No. 5064 — HERKIMER COUNTY; LENGTH 1.57 MILES.

Newport Construction Co., Newport, N. Y.:

Residuum.	$16,900 00
Bermudez.	18,300 00
Trinidad.	18,100 00

F. V. E. Bardol, Buffalo, N. Y.:

Residuum.	21,000 00
Bermudez.	21,700 00
Trinidad.	21,500 00

Spuyten Duyvil Const. Co., New York, N. Y.:

Residuum.	16,990 00
Bermudez.	17,990 00
Trinidad.	17,490 00

Perretta & Robertaccio, Utica, N. Y.:

Residuum.	17,600 00
Bermudez.	18,140 00
Trinidad	17,870 00

Awarded to Newport Const. Co., on Residuum.

FULTONVILLE VILLAGE-FONDA VILLAGE COUNTY HIGHWAY No. 864 — MONTGOMERY COUNTY; LENGTH .90 MILE.

Adam Z. Wemple, W. H. VanWie, John J. Vedder, Fultonville, N. Y.:	
Residuum	$21,169 25
Bermudez	21,738 98
Trinidad	21,549 07
Ætna Engr. & Cont. Co., Herkimer, N. Y.:	
Residuum	22,274 50
Bermudez	22,844 23
Trinidad	22,464 41
W. G. Goodale, Schenectady, N. Y.:	
Residuum	20,440 00
Bermudez	21,010 00
Trinidad	20,800 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	22,700 00
Bermudez	23,460 00
Trinidad	23,460 00
Mohawk Engr. & Cont. Co., Schenectady, N. Y.:	
Residuum	18,456 85
Bermudez	19,026 00
Trinidad	18,980 00
M. F. Dollard, Albany, N. Y.:	
Residuum	20,792 67
Bermudez	21,362 40
Trinidad	21,172 49

Awarded to Mohawk Engr. & Cont. Co., on Bermudez.

NIAGARA FALLS-BUFFALO, PART 1, STATE HIGHWAY No. 5063 — NIAGARA COUNTY, LENGTH 2.50 MILES.

H. P. Burgard Co., Buffalo, N. Y.	$60,000 00
C. Aikenhead Co., Rochester, N. Y.	70,000 00
Busch & Percival, Buffalo, N. Y.	63,445 75

Schroeder-Hicks Con. Co., Rochester, N. Y.....	$61,091 25
F. L. Cohen, Buffalo, N. Y.................	60,000 00
F. V. E. Bardol, Buffalo, N. Y...............	58,000 00
L. H. Gipp Con. Co., Buffalo, N. Y...........	54,800 00

Awarded to L. H. Gipp Con. Co.

WHITESBORO VILLAGE, STATE HIGHWAY No. 5059 — ONEIDA COUNTY, LENGTH 1.60 MILES.

Warren Brothers Co., Boston, Mass.:	
Bitulithic..........................	$64,510 80
John R. Baxter, Jr., Utica, N. Y.:	
Bitulithic..........................	78,352 70
H. P. Burgard Co., Buffalo, N. Y.:	
Bitulithic..........................	70,000 00
Central City Paving Co., Syracuse, N. Y.:	
Brick.............................	72,000 00
F. V. E. Bardol, Buffalo, N. Y.:	
Brick.............................	73,000 00
James W. Johnston, Utica, N. Y.:	
Brick.............................	65,700 00
Frank L. Cohen, Buffalo, N. Y.:	
Brick.............................	72,400 00
John R. Baxter, Jr., Utica, N. Y.:	
Brick.............................	68,120 70
Harry W. Roberts, Utica, N. Y.:	
Brick.............................	67,870 10
H. P. Burgard Co., Buffalo, N. Y.:	
Brick.............................	67,000 00

Awarded to Warren Brothers Co., on Bitulithic.

SCOTTS CORNERS-BURNSIDE, COUNTY HIGHWAY No. 414 — ORANGE COUNTY; LENGTH 5.54 MILES.

Orange County Road Constr. Co., Chester, N. Y.	$26,500 00

Awarded to Orange County Road Constr. Co.

Oak Orchard, Part 2, County Highway No. 393 — Orleans County; Length 3.61 Miles.

Mosier & Summers, Buffalo, N. Y.:	
Residuum	$31,900 00
Bermudez	34,180 00
Trinidad	33,600 00
Wood, Tompkins & Truesdale, Hilton, N. Y.:	
Residuum	30,800 00
Bermudez	32,510 00
Trinidad	31,940 00
Schroeder, Hicks Con. Co., Rochester, N. Y.:	
Residuum	33,457 40
Bermudez	35,167 40
Trinidad	34,597 40
H. N. Cowles, Rochester, N. Y.:	
Residuum	31,700 00
Bermudez	33,000 00
Trinidad	33,000 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	32,000 00
Bermudez	32,700 00
Trinidad	33,000 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	32,500 00
Bermudez	35,800 00
Trinidad	35,000 00
Hucknall Cont. Co., Albion, N. Y.:	
Residuum	32,000 00
Bermudez	33,700 00
Trinidad	33,200 00
Fred S. Rhody & Frank S. Tyler, Albion, N. Y.:	
Residuum	29,958 90
Bermudez	31,098 90
Trinidad	30,528 90

Awarded to Fred S. Rhody & Frank S. Tyler, on Residuum.

BALLSTON SPA-BALLSTON LAKE, STATE HIGHWAY NO. 5062 — SARATOGA COUNTY; LENGTH 2.74 MILES.

Delaware Cont. Co., Sidney, N. Y.:	
Residuum	$50,000 00
Bermudez	52,000 00
Trinidad	51,000 00
Thomas F. Shaughnessy & Co., Albany, N. Y.:	
Residuum	45,800 00
Bermudez	49,400 00
Trinidad	49,400 00
W. J. Randall, Stillwater, N. Y.:	
Residuum	49,366 00
Bermudez	52,420 00
Trinidad	51,730 00
J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	51,320 00
Bermudez	54,250 00
Trinidad	53,640 00
Corlear Constr. Co., Schenectady, N. Y.:	
Residuum	49,458 00
Bermudez	51,000 00
Trinidad	50,486 00
Jno. B. Dower, Ballston, N. Y.:	
Residuum	42,600 00
Bermudez	45,350 00
Trinidad	45,000 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	50,000 00
Bermudez	52,000 00
Trinidad	51,000 00
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	47,627 92
Bermudez	49,685 62
Trinidad	48,999 72

Awarded to John B. Dower, on Bermudez.

Malta-Saratoga, County Highway No. 611 — Saratoga County; Length 6.64 Miles.

W. J. Randall, Stillwater, N. Y.:	
Residuum	$83,000 00
Bermudez	87,000 00
Trinidad	86,000 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	85,000 00
Bermudez	86,000 00
Trinidad	89,000 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	99,900 00
Bermudez	100,996 00
Trinidad	100,996 00
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	85,126 83
Bermudez	88,399 71
Trinidad	87,308 75
Jno. B. Dower, Ballston, N. Y.:	
Residuum	91,410 00
Bermudez	94,600 00
Trinidad	94,600 00
Corlear Contr. Co., Schenectady, N. Y.:	
Residuum	78,690 00
Bermudez	81,962 00
Trinidad	80,871 00
T. F. Shaughnessy & Co., Albany, N. Y.:	
Residuum	79,900 00
Bermudez	85,000 00
Trinidad	85,000 00
J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	84,444 00
Bermudez	88,998 00
Trinidad	88,500 00

Herlihy Contr. Co., Glens Falls, N. Y.:	
Residuum	$82,411 63
Bermudez	84,484 46
Trinidad	86,520 87
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	84,000 00
Bermudez	87,000 00
Trinidad	86,000 00
Delaware Contr. Co., Sidney, N. Y.:	
Residuum	84,000 00
Bermudez	87,000 00
Trinidad	86,000 00

Awarded to Corlear Constn. Co., on Residuum.

LAKE GEORGE VILLAGE, COUNTY HIGHWAY NO. 843 — WARREN COUNTY; LENGTH .17 MILE.

Brown & Lowe, Schenectady, N. Y.:	
Residuum	$2,790 00
Bermudez	2,850 00
Trinidad	2,850 00
Delaware Con. Co., Sidney, N. Y.:	
Residuum	2,400 00
Bermudez	2,500 00
Trinidad	2,550 00
C. J. Reardon, Glens Falls, N. Y.:	
Residuum	2,097 79
Bermudez	2,126 87
Trinidad	2,100 00

Awarded to C. J. Reardon, on Bermudez.

LAKE GEORGE VILLAGE, STATE HIGHWAY No. 5068 — WARREN COUNTY; LENGTH 1.48 MILES.

C. J. Reardon, Glens Falls, N. Y.:	
Residuum	$24,202 31
Bermudez	25,793 31
Trinidad	25,475 31
Brown & Lowe, Schenectady, N. Y.:	
Residuum	29,111 50
Bermudez	30,383 50
Trinidad	30,383 50
Delaware Con. Co., Sidney, N. Y.:	
Residuum	25,400 00
Bermudez	26,000 00
Trinidad	25,700 00

Awarded to C. J. Reardon, on Residuum.

CLYDE RESORT, PART 2, COUNTY HIGHWAY 860 — WAYNE COUNTY; LENGTH 3.48 MILES.

F. E. Paddock, Memphis, N. Y	$19,700 00
Luddington & Roberts, Rochester, N. Y	18,498 00
Mosier & Summers, Buffalo, N. Y	19,900 00
Schroeder-Hicks Contr. Co., Rochester, N. Y	20,300 00
Chambers & Grady, Rochester, N. Y	20,500 00

Awarded to Luddington & Roberts.

DUGWAY, PART 4, COUNTY HIGHWAY No. 861 — WAYNE COUNTY; LENGTH 1.98 MILES.

Chambers & Grady, Rochester, N. Y	$13,000 00
Mosier & Summers, Buffalo, N. Y	13,700 00
Town Board of Walworth	11,900 00
Schroeder-Hicks Contr. Co., Rochester, N. Y	13,669 30

Awarded to Town Board of Walworth.

MT. KISCO VILLAGE, COUNTY HIGHWAY NO. 865 — WESTCHESTER COUNTY; LENGTH 3.01 MILES.

Dunbar Cont. Co., New York:	
Residuum	$78,000 00
Bermudez	79,572 00
Trinidad	80,572 00
H. P. Burgard Co., Buffalo, N. Y.:	
Residuum	85,000 00
Bermudez	86,800 00
Trinidad	86,200 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	81,000 00
Bermudez	83,000 00
Trinidad	82,000 00
T. M. McLeoud & Co., New York:	
Residuum	84,743 15
Bermudez	86,533 61
Trinidad	86,595 35
Thomas O'Hern, Yonkers, N. Y.:	
Residuum	78,048 50
Bermudez	79,899 70
Trinidad	79,282 30
W. F. McCabe, White Plains, N. Y.:	
Residuum	82,164 00
Bermudez	84,632 00
Trinidad	84,016 00
James Garafond, Mt. Vernon, N. Y.:	
Residuum	92,000 00
Bermudez	92,350 00
Trinidad	92,500 00

Awarded to Dunbar Cont. Co., on Residuum.

Total awards on May 27, 1910	$994,900 70

JUNE 6, 1910.

REPAIR CONTRACT No. 76 — LOUDON, SECTION 2, COUNTY HIGHWAY No. 119, ALBANY COUNTY.

T. F. Shaughnessy & Co., Albany, N. Y.:	
Residuum	$24,400 00
Bermudez	26,900 00
Ætna Engr. & Cont. Co., Herkimer, N. Y.:	
Residuum	29,380 00
Bermudez	32,000 00
M. F. Dollard, Albany, N. Y.:	
Residuum	25,161 64
Bermudez	27,014 77
Brown & Lowe, Schenectady, N. Y.:	
Residuum	29,432 22
Bermudez	30,358 77
John E. Burns & Co., Boston, Mass.:	
Residuum	25,785 00
Bermudez	27,638 00
John W. Flynn, Waterford, N. Y.:	
Residuum	26,558 00
Bermudez	28,411 00
John W. Whalen, Whitehall, N. Y.:	
Residuum	29,016 64
Bermudez	30,869 74

Awarded to T. F. Shaughnessy & Co., on Residuum.

REPAIR CONTRACT No. 78 — DELMAR-SLINGERLANDS COUNTY HIGHWAY No. 92, ALBANY COUNTY.

John E. Burns & Co., Boston, Mass.:	
Residuum	$10,985 00
Bermudez	11,842 00

T. F. Shaughnessy & Co., Albany, N. Y.:	
Residuum	$11,500 00
Bermudez	12,900 00
Ryan & Yale, Brewster, N. Y.:	
Residuum	11,780 00
Bermudez	12,630 00
Alonzo Schaupp, Albany, N. Y.:	
Residuum	10,789 00
Bermudez	12,900 00
M. F. Dollard, Albany, N. Y.:	
Residuum	11,327 15
Bermudez	12,184 64

Awarded to Alonzo Schaupp, on Residuum.

REPAIR CONTRACT No. 65 — OLEAN-ALLEGANY, COUNTY HIGHWAY No. 601, CATTARAUGUS COUNTY.

F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	$6,400 00
Bermudez	6,500 00
Frank L. Cohen, Buffalo, N. Y.:	
Residuum	7,000 00
Bermudez	7,200 00

Awarded to F. V. E. Bardol, on Bermudez.

REPAIR CONTRACT No. 56 — OWASCO-COUNTY HIGHWAY No. 383, CAYUGA COUNTY.

Central City Paving Co., Syracuse, N. Y.:	
Residuum	$11,500 00
Bermudez	12,300 00
Brayer Bros., Auburn, N. Y.:	
Residuum	10,341 38
Bermudez	11,214 38
John H. Weidman, Syracuse, N. Y.:	
Residuum	11,800 00
Bermudez	12,600 00

Jos. H. Conners & Co., Fulton, N. Y.:	
Residuum	$12,600 00
Bermudez	14,900 00
J. G. Hayes & Co., Utica, N. Y.:	
Residuum	11,165 00
Bermudez	11,895 00
Albert Gaffey, Syracuse, N. Y.:	
Residuum	11,885 00
Bermudez	12,600 00

Awarded to Brayer Bros., on Residuum.

REPAIR CONTRACT NO. 67 — MORAVIA-NILES, COUNTY HIGHWAY NO. 591, CAYUGA COUNTY.

Schroeder-Hicks Cont. Co., Rochester, N. Y.:	
Residuum	$18,386 50
Bermudez	19,310 60
Brayer Bros., Auburn, N. Y.:	
Residuum	16,797 30
Bermudez	17,907 30
Albert Gaffey, Syracuse, N. Y.:	
Residuum	18,000 00
Bermudez	19,000 00

Awarded to Brayer Bros., on Bermudez.

REPAIR CONTRACT NO. 68 — GREECE-SMITHVILLE FLATS, COUNTY HIGHWAY NO. 218, CHENANGO COUNTY.

E. D. Baker, Binghamton, N. Y	$5,978 00
Albert Gaffey, Syracuse, N. Y	5,800 00

Awarded to Albert Gaffey.

REPAIR CONTRACT NO. 55 — CUYLER, COUNTY HIGHWAY NO. 40, CORTLAND COUNTY.

Chambers & Grady, Rochester, N. Y.:	
Residuum	$2,576 25
Bermudez	2,807 85
Jos. H. Conners & Co., Fulton, N. Y.:	
Residuum	2,950 00
Bermudez	3,350 00
Albert Gaffey, Syracuse, N. Y.:	
Residuum	2,945 90
Bermudez	3,177 50

Awarded to Chambers & Grady, on Bermudez.

REPAIR CONTRACT NO. 62 — ORCHARD PARK, SECTION 5, COUNTY HIGHWAY NO. 272, ERIE COUNTY.

F. L. Coheu, Buffalo, N. Y.:	
Residuum	$7,500 00
Bermudez	8,300 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	8,000 00
Bermudez	8,600 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	7,100 00
Bermudez	7,400 00
John E. Johnson, Buffalo, N. Y.:	
Residuum	6,913 00
Bermudez	7,513 00

Awarded to John E. Johnson, on Residuum.

REPAIR CONTRACT NO. 63 — TRANSIT, SECTION 2, COUNTY HIGHWAY NO. 89, ERIE COUNTY.

F. L. Cohen, Buffalo, N. Y.:	
Residuum	$26,100 00
Bermudez	28,400 00

John Miller, Buffalo, N. Y.:	
Residuum	$25,854 00
Bermudez	27,858 00
New York Constr. Co., Corning, N. Y.:	
Residuum	25,390 00
Bermudez	27,561 00
Busch & Percival, Buffalo, N. Y.:	
Residuum	27,100 00
Bermudez	30,400 00
H. P. Burgard Co., Buffalo, N. Y.:	
Residuum	27,000 00
Bermudez	29,000 00
John E. Johnson, Buffalo, N. Y.:	
Residuum	26,999 00
Bermudez	28,999 00
F. V. E. Bardol, Buffalo, N. Y.:	
Residuum	24,700 00
Bermudez	26,700 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	25,900 00
Bermudez	27,900 00

All bids rejected.

Repair Contract No. 83 — Gloversville-Mayfield, County Highway No. 33, Fulton County.

Albert M. Banker, Gloversville, N. Y.:	
Residuum	$40,405 00
Bermudez	42,396 00
John E. Burns & Co., Boston, Mass.:	
Residuum	35,973 00
Bermudez	37,964 00

Awarded to John E. Burns & Co., on Bermudez.

REPAIR CONTRACT No. 49 — REDWOOD-ALEXANDRIA BAY, COUNTY HIGHWAY No. 182, JEFFERSON COUNTY.

James P. Cunningham, Plattsburg, N. Y.:	
Residuum	$1,079 00
Bermudez	1,164 00
Spuyten-Duyvil Cont. Co., New York city:	
Residuum	1,592 00
Bermudez	1,692 00

Awarded to James P. Cunningham, on Bermudez.

REPAIR CONTRACT No. 50 — WATERTOWN-SACKETTS HARBOR-HENDERSON, COUNTY HIGHWAY No. 181, JEFFERSON COUNTY.

J. P. Cunningham, Plattsburg, N. Y.:	
Residuum	$21,839 00
Bermudez	21,960 00
Jos. H. Conners & Co., Fulton, N. Y.:	
Residuum	25,900 00
Bermudez	26,500 00
A. J. Rockwood, Rochester, N. Y.:	
Residuum	25,509 21
Bermudez	26,036 00

Awarded to James P. Cunningham, on Bermudez.

REPAIR CONTRACT No. 57 — HAMLIN, SECTION 2, COUNTY HIGHWAY No. 81, MONROE COUNTY.

Schroeder-Hicks Cont. Co., Rochester, N. Y.:	
Residuum	$22,000 00
Bermudez	24,600 00
Thos. Hucknall Co., Albion, N. Y.:	
Residuum	22,200 00
Bermudez	24,300 00

Wood, Tompkins & Truesdale, Hilton, N. Y.:	
Residuum	$20,890 00
Bermudez	22,891 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	22,300 00
Bermudez	24,300 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	24,000 00
Bermudez	26,000 00

Awarded to Wood, Tompkins & Truesdale, on Residuum.

Repair Contract No. 58 — Scottsville, Section 2, County Highway No. 79, Monroe County.

Wood, Tompkins & Truesdale, Hilton, N. Y.:	
Residuum	$20,730 00
Bermudez	21,850 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	22,500 00
Bermudez	23,300 00
Niagara Con. Co., Corning, N. Y.:	
Residuum	20,613 00
Bermudez	21,523 00
Schroeder-Hicks Con. Co., Rochester, N. Y.:	
Residuum	21,000 00
Bermudez	24,000 00
H. N. Cowles, Rochester, N. Y.:	
Residuum	21,100 00
Bermudez	21,800 00
A. J. Rockwood, Rochester, N. Y.:	
Residuum	21,809 00
Bermudez	23,209 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	24,700 00
Bermudez	25,700 00

Awarded to Niagara Con. Co., on Residuum.

REPAIR CONTRACT NO. 59 — CLIFTON, SECTION 1, COUNTY HIGHWAY NO. 78, MONROE COUNTY.

Schroeder-Hicks Con. Co., Rochester, N. Y....	$4,500 00
H. N. Cowles, Rochester, N. Y..............	4,670 00
Wood, Tompkins & Truesdale, Hilton, N. Y...	4,390 00
A. J. Rockwood Rochester, N. Y.............	4,614 00

Awarded to Wood, Tompkins & Truesdale.

REPAIR CONTRACT NO. 60 — SCOTTSVILLE, SECTION 1, COUNTY HIGHWAY NO. 63, MONROE COUNTY.

Whitmore, Rauber & Vicinus, Rochester, N. Y.	$11,945 00
F. V. E. Bardol, Buffalo, N. Y...............	14,800 00
C. Aikenhead Co., Rochester, N. Y...........	14,500 00
Schroeder-Hicks Con. Co., Rochester, N. Y....	13,000 00
H. N. Cowles, Rochester, N. Y..............	12,870 00

Awarded to Whitmore, Rauber & Vicinus.

REPAIR CONTRACT NO. 61 — RIDGE, SECTION 1, COUNTY HIGHWAY NO. 6 — MONROE COUNTY.

C. Aikenhead Co., Rochester, N. Y.:	
Residuum.........................	$8,700 00
Bermudez.........................	9,300 00
Wood, Tompkins & Truesdale, Hilton, N. Y.:	
Residuum.........................	7,785 00
Bermudez.........................	8,616 00
H. N. Cowles, Rochester, N. Y.:	
Residuum.........................	7,950 00
Bermudez.........................	8,780 00
Schroeder-Hicks Cont. Co., Rochester, N. Y.:	
Residuum.........................	8,400 00
Bermudez.........................	9,800 00

Awarded to Wood, Tompkins & Truesdale, on Residuum.

REPAIR CONTRACT NO. 75 — WEST MOHAWK RIVER, COUNTY HIGHWAY NO. 108 — MONTGOMERY COUNTY.

A. Schaupp, Albany, N. Y.:	
Residuum	$9,790 00
Bermudez	11,000 00
Almahar Cont. Co., Albany, N. Y.:	
Residuum	11,430 00
Bermudez	12,500 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	10,722 00
Bermudez	11,300 40
John E. Burns & Co., Boston, Mass.:	
Residuum	10,500 00
Bermudez	11,367 00
Adam X. Wemple et al., Fultonville, N. Y.:	
Residuum	10,581 11
Bermudez	11,448 71

Awarded to A. Schaupp, on Residuum.

REPAIR CONTRACT NO. 85—AMSTERDAM–MINAVILLE, SECTION 1, COUNTY HIGHWAY NO. 32, MONTGOMERY COUNTY.

John E. Burns & Co., Boston, Mass.:	
Residuum	$9,985 00
Bermudez	10,673 00
Almahar Cont. Co., Albany, N. Y.:	
Residuum	11,520 00
Bermudez	12,400 00

Awarded to John E. Burns & Co., on Bermudez.

REPAIR CONTRACT NO. 48—DEERFIELD, COUNTY HIGHWAY NO. 3, ONEIDA COUNTY, UTICA–PARIS, COUNTY HIGHWAY NO. 71.

Jno. E. Burns & Co., Boston, Mass.:	
Residuum	$43,978 00
Bermudez	46,890 00
Spelman-Oliver Co., Chateaugay, N. Y.:	
Residuum	42,245 00
Bermudez	48,088 00
Jos. H. Conners & Co., Hilton, N. Y.:	
Residuum	41,400 00
Bermudez	45,900 00
Harry W. Roberts & Co., Utica, N. Y.:	
Residuum	41,500 00
Bermudez	44,500 00
Ætna Engr. Co., Herkimer, N. Y.:	
Residuum	38,480 00
Bermudez	41,400 00

Awarded to Ætna Engr. & Cont. Co., on Residuum.

REPAIR CONTRACT NO. 52—FABIUS–APULIA, SECTION 1, COUNTY HIGHWAY NO. 49; SECTION 2, COUNTY HIGHWAY NO. 75; SECTION 3, COUNTY HIGHWAY NO. 121, ONONDAGA COUNTY.

Mosier & Summers, Buffalo, N. Y	$17,000 00
Ætna Engr. & Cont. Co., Herkimer, N. Y	17,900 00
E. D. Baker, Binghamton, N. Y	21,900 00
Central City Paving Co., Syracuse, N. Y	16,750 00
Albert Gaffey, Syracuse, N. Y	19,900 00
Jos. H. Conners & Co., Fulton, N. Y	15,940 00
A. J. Rockwood, Rochester, N. Y	17,679 90
F. E. Paddock Memphis, N. Y	16,241 00

Awarded to Jos. H. Conners & Co.

Repair Contract No. 53 — West Lake, County Highway No. 48, Onondaga County; Marcellus–Marietta, County Highway No. 74.

Jno. H. Weidman, Syracuse, N. Y.:	
Residuum	$10,600 00
Bermudez	11,000 00
Jos. H. Conners, Fulton, N. Y.:	
Residuum	11,850 00
Bermudez	12,850 00
C. T. Hookway, Syracuse, N. Y.:	
Residuum	9,889 00
Bermudez	10,360 00
Albert Gaffey, Syracuse, N. Y.:	
Residuum	13,000 00
Bermudez	13,400 00

Awarded to C. T. Hookway, on Bermudez.

Repair Contract No. 51 — Gorham Stanley, County Highway No. 203; Naples–Atlanta, County Highway No. 204; Naples–Woodville, County Highway No. 205, Ontario County.

C. Aikenhead Co., Rochester, N. Y.:	
Residuum	$14,258 60
Bermudez	14,700 00
Schroeder–Hicks Con. Co., Rochester, N. Y.:	
Residuum	15,800 00
Bermudez	16,100 00
Mosier & Summers, Buffalo, N. Y.:	
Residuum	14,600 00
Bermudez	14,700 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	17,800 00
Bermudez	18,800 00

Awarded to C. Aikenhead Co., on Residuum.

Repair Contract No. 54 — Honeoye-Hemlock, County Highway No. 191, Ontario County.

F. L. Cohen, Buffalo, N. Y.	$8,000 00
Jos. H. Conners & Co., Fulton, N. Y.	7,490 00
Schroeder-Hicks Con. Co., Rochester, N. Y.	7,300 00
C. Aikenhead Co., Rochester, N. Y.	7,350 00
Albert Gaffey, Syracuse, N. Y.	6,660 00

Awarded to Albert Gaffey.

Repair Contract No. 86 — Gilbertsville-Mt. Upton, County Highway No. 314, Otsego County.

Creeden & Pitou, New York, N. Y.:	*Limestone.*
Residuum	$21,730 88
Bermudez	22,930 88
Almahar Cont. Co., Albany, N. Y.:	
Residuum	19,780 00
Bermudez	21,300 00
E. D. Baker, Binghamton, N. Y.:	
Residuum	20,710 00
Bermudez	21,950 00
W. J. Farrone, Oneonta, N. Y.:	
Residuum	25,847 97
E. D. Baker, Binghamton, N. Y.:	*Sandstone.*
Residuum	16,250 48
Bermudez	17,450 00
Spuyten-Duyvil Con. Co., New York, N. Y.:	
Residuum	15,080 00
Bermudez	16,080 00
Creeden & Pitou, New York, N. Y.:	
Residuum	15,330 88
Bermudez	16,530 88
Almahar Con. Co., Albany, N. Y.:	
Residuum	18,700 06
Bermudez	20,300 00

Awarded to Spuyten-Duyvil Con. Co., on Sandstone-Residuum.

REPAIR CONTRACT No. 80 — ALBIA–WYNANTSKILL, COUNTY HIGHWAY No. 77, RENSSELAER COUNTY.

Jno. E. Burns & Co., Boston, Mass.:	
Residuum	$12,740 00
Bermudez	13,454 00
Wells, Boughton & Co., Troy, N. Y.:	
Residuum	10,965 65
Bermudez	11,665 65
John W. Flynn, Waterford, N. Y.:	
Residuum	11,263 00
Bermudez	12,977 00

Awarded to Wells, Boughton & Co., Residuum.

REPAIR CONTRACT No. 84 — TROY–BRUNSWICK, SECTION 1, COUNTY HIGHWAY No. 10; TROY-BRUNSWICK, SECTION 2, COUNTY HIGHWAY No. 25, RENSSELAER COUNTY.

Ryan & Yale, Brewster, N. Y.:	
Residuum	$17,690 00
Bermudez	18,940 00
County Construction Co., Troy, N. Y.:	
Residuum	15,381 32
Bermudez	16,636 73
Jno. E. Burns & Co., Boston, Mass.:	
Residuum	20,490 00
Bermudez	21,745 00
Jno. W. Flynn, Waterford, N. Y.:	
Residuum	16,599 00
Bermudez	17,904 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	18,486 99
Bermudez	19,323 93

Awarded to County Constr. Co., on Residuum.

REPAIR CONTRACT No. 79 — GLENS FALLS–SARATOGA, SECTION 1, COUNTY HIGHWAY No. 58, SARATOGA COUNTY.

Jno. E. Burns & Co., Boston, Mass.:	
Residuum	$17,681 00
Bermudez	19,114 00
Gailor, Fox & Whalen, Saratoga Springs, N. Y.:	
Residuum	17,600 00
Bermudez	19,200 00
Brown & Lowe, Schenectady, N. Y.:	
Residuum	19,610 25
Bermudez	21,043 50
Thos. Leonard, Saratoga, N. Y.:	
Residuum	17,542 25
Bermudez	18,975 50

Awarded to Thomas Leonard, on Residuum.

REPAIR CONTRACT No. 81 — WATERFORD, SECTION 2, COUNTY HIGHWAY No. 59, SARATOGA COUNTY.

Thomas F. Shaughnessy Co., Albany, N. Y.:	
Residuum	$15,800 00
Bermudez	17,000 00
Jno. W. Flynn, Waterford, N. Y.:	
Residuum	14,668 00
Bermudez	15,868 00
Wells, Boughton & Co., Troy, N. Y.:	
Residuum	13,189 65
Bermudez	14,389 65
W. J. Randell, Stillwater, N. Y.:	
Residuum	14,600 00
Bermudez	16,000 00
Jno. E. Burns & Co., Boston, Mass.:	
Residuum	14,840 00
Bermudez	16,040 00

Brown & Lowe, Schenectady, N. Y.:	
Residuum	$16,667 46
Bermudez	17,477 46

Awarded to Wells, Boughton & Co., on Bermudez.

REPAIR CONTRACT No. 82 — WATERFORD, SECTION 2, COUNTY HIGHWAY No. 39, SARATOGA COUNTY.

Brown & Lowe, Schenectady, N. Y.	$2,163 95
Kennedy & Easton Con. Co., Albany, N. Y.	1,576 00
Jno. E. Burns & Co., Boston, Mass	1,824 00

Awarded to Kennedy & Easton Con. Co.

REPAIR CONTRACT No. 72 — SAUGERTIES–WOODSTOCK, SECTION 1, COUNTY HIGHWAY No. 37; SAUGERTIES-WOODSTOCK, SECTION 2, COUNTY HIGHWAY No. 38; ULSTER COUNTY.

DeGraff & Hogeboom, Kingston, N. Y.:	
Residuum	$51,400 00
Bermudez	56,300 00
W. J. Randall, Stillwater, N. Y.:	
Residuum	53,000 00
Bermudez	57,000 00
J. E. Consalus, Albany, N. Y.:	
Residuum	46,916 00
Bermudez	51,716 00
H. P. Burgard Co., Buffalo, N. Y.:	
Residuum	*51,000 00
Bermudez	54,600 00
Jos. Walker, New Platz, N. Y.:	
Residuum	52,311 00
Bermudez	54,331 00
Spellman-Oliver Co., Chateaugay, N. Y.:	
Residuum	59,889 00
Bermudez	67,071 00

Awarded to John E. Consalus, on Bermudez.

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* Bid reduced to $51,000.

REPAIR CONTRACT NO. 73 — KINGSTON–RIFTON, COUNTY HIGHWAY NO. 116, ULSTER COUNTY.

General Con. Co., Bridgeport, Conn.:	
Residuum	$13,400 00
Bermudez	14,000 00
Jos. Walker, New Platz, N. Y.:	
Residuum	13,602 00
Bermudez	14,773 00
DeGraff & Hogeboom, Kingston, N. Y.:	
Residuum	13,945 00
Bermudez	15,545 00
H. P. Burgard Co., Buffalo, N. Y.:	
Residuum	15,900 00
Bermudez	17,100 00
McNamee & Rice, Rondout, N. Y.:	
Residuum	13,500 00
Bermudez	14,700 00

Awarded to General Cons. Co., on Residuum.

REPAIR CONTRACT NO. 77 — LOON LAKE–POTTERSVILLE–TAYLORS, COUNTY HIGHWAY NO. 692, WARREN COUNTY.

Santanoni Contr. Co., Albany, N. Y.:	
Residuum	$28,199 69
Bermudez	31,505 00
Parker & Beebe, Waterford, N. Y.:	
Residuum	32,250 00
Bermudez	38,550 00

Awarded to Santanoni Contr. Co., on Bermudez.

REPAIR CONTRACT NO. 74 — GRANVILLE–TROY STAGE, COUNTY HIGHWAY NO. 104, WASHINGTON COUNTY.

R. Hopkins, Troy, N. Y.:	
Residuum	$7,435 00
Bermudez	8,045 00
Jno. W. Whalen, Whitehall, N. Y.:	
Residuum	7,959 62
Bermudez	8,561 33
Spellman-Oliver Co., Chateaugay, N. Y.:	
Residuum	7,821 00
Bermudez	8,581 00

Awarded to R. Hopkins, on Residuum.

REPAIR CONTRACT NO. 69 — ECHO LAKE–PINES BRIDGE, COUNTY HIGHWAY NO. 143; PINES BRIDGE–YORKTOWN HEIGHTS, COUNTY HIGHWAY NO. 148; YORKTOWN HEIGHTS–PUTNAM COUNTY LINE, COUNTY HIGHWAY NO. 149, WESTCHESTER COUNTY.

Harvey B. Sproul, Peekskill, N. Y.:	
Residuum	$32,850 00
Bermudez	35,000 00
W. S. McCabe, White Plains, N. Y.:	
Residuum	37,490 00
Bermudez	40,892 00
Clancy & Van Alst, Long Island City, L. I.:	
Residuum	37,845 00
Bermudez	41,345 00
New Commonwealth Contr. Co., New York, N. Y.:	
Residuum	38,493 00
Bermudez	42,750 00
H. P. Burgard Co., Buffalo, N. Y.:	
Residuum	43,500 00
Bermudez	46,050 00

Awarded to Harvey B. Sproul, on Bermudez.

HIGHWAY NO. 868 — DOLGEVILLE VILLAGE, HERKIMER COUNTY; LENGTH 2.06 MILES.

E. D. Baker, Binghamton, N. Y.:	
Residuum	$39,442 00
Bermudez	40,250 00
Delaware Construction Co., Sidney, N. Y.:	
Residuum	39,600 00
Bermudez	41,000 00
Robt. W. Henson, Geneva, N. Y.:	
Residuum	42,576 00
Bermudez	44,000 00
Dale Engineering Co., Utica, N. Y.:	
Residuum	39,794 00
Bermudez	40,445 00
James Anderson, Caledonia, N. Y.:	
Residuum	38,648 17
Bermudez	39,332 17
Cooper-Snell Co., Little Falls, N. Y.:	
Residuum	37,777 00
Bermudez	39,202 00

Awarded to Cooper-Snell Co., on Residuum.

HIGHWAY NO. 869 — MIDDLEVILLE VILLAGE, HERKIMER COUNTY; LENGTH .069 MILE.

Dale Engineering Co., Utica, N. Y.:	
Residuum	$8,425 00
Bermudez	8,637 00
James Anderson, Caledonia, N. Y.:	
Residiuum	8,099 18
Bermudez	8,356 68
Newport Construction Co., Newport, N. Y.:	
Residuum	7,100 00
Bermudez	7,600 00

Awarded to Newport Construction Co. on Residuum.

Highway No. 870 — Herkimer Village, Herkimer County; Length 1.99 Miles.

Theodore C. Hailes, Jr., Albany, N. Y.:	
Brick-Residuum	$55,670 00
Brick-Bermudez	56,740 00
H. P. Burgard Co., Buffalo, N. Y.:	
Bithu-Residuum	48,747 75
Bithu-Bermudez	49,379 75
Warren Bros. Co., Boston, Mass.:	
Bithu-Residuum	49,445 44
Bithu-Bermudez	50,515 44

Awarded to Warren Bros. Co. on Bitulithic-Residuum.

Highway No. 5069 — Poland Village-Cold Brook Village, Herkimer County; Length, 2.04 Miles.

Newport Con. Co., Newport, N. Y.:	
Residuum	$21,900 00
Bermudez	23,200 00
James Anderson, Caledonia, N. Y.:	
Residuum	22,920 96
Bermudez	24,076 96
E. D. Baker, Binghamton, N. Y.:	
Residuum	22,584 00
Bermudez	23,600 00
Dale Engineering Co., Utica, N. Y.:	
Residuum	19,949 44
Bermudez	20,741 00

Awarded to Dale Engineering Co. on Bermudez.

Highway No. 867 — Dansville Village, Livingston County; Length, 1.09 Miles.

A. J. Rockwood, Rochester, N. Y.:	
Residuum	$14,000 00
Bermudez	15,000 00

Niagara Con. Co., Corning, N. Y.:	
Residuum	$12,800 00
Bermudez	13,250 00
F. L. Cohen, Buffalo, N. Y.:	
Residuum	13,497 00
Bermudez	14,400 00
E. D. Baker, Binghamton, N. Y.:	
Residuum	13,983 00
Bermudez	14,123 00
Schroeder-Hicks Con. Co., Rochester, N. Y.:	
Residuum	10,600 00
Bermudez	10,654 00

Awarded to Schroeder-Hicks Con. Co. on Bermudez.

HIGHWAY NO. 5070 — CLYDE-SAVANNAH, PART 1, WAYNE COUNTY; LENGTH, 0.62 MILE.

James Anderson, Caledonia, N. Y	$20,773 50
Lawler Bros. Con. Co., New York City	18,477 50
E. D. Baker, Binghamton, N. Y	19,999 00
Henry Tosh, Port Byron, N. Y	22,906 16

Awarded to Lawler Bros. Con. Co.

REPAIR CONTRACT NO. 66, ROAD NO. 88 — TRANSIT, SECTION 1, TOWNS OF AMHERST-CLARENCE.

Bradley & Stahl, Corning, N. Y	$30,145 15
H. P. Burgard Co., Buffalo, N. Y	30,000 00
Mosier & Summers, Buffalo, N. Y	30,800 00
John Miller, Buffalo, N. Y	31,586 15
F. L. Cohen, Buffalo, N. Y	28,450 00
Niagara Con. Co., Corning, N. Y	29,140 00

Awarded to F. L. Cohen.

REPAIR CONTRACT NO. 87, ROAD NO. 94 — MONROE AVENUE, MONROE COUNTY, TOWNS OF BRIGHTON AND PITTSFORD.

Julius Frederich Co., Rochester, N. Y.	$17,200 00
Whitmore-Rauber & Vicinus, Rochester, N. Y.	15,934 00

All bids rejected.

REPAIR OR RECONSTRUCTION.

*REPAIR CONTRACT NO. 64, ROAD NO. 86 — BIG TREE, TOWNS OF AURORA-WALES, ERIE COUNTY.

Mosier & Summers, Buffalo, N. Y.	$36,900 00
John E. Johnson, Buffalo, N. Y.	35,613 00
Bradley & Steele, Corning, N. Y.	35,964 80
F. A. Brotsch, Jr., Rochester, N. Y.	35,500 00
John Miller, Buffalo, N. Y.	37,245 00
James Anderson, Caledonia, N. Y.	35,496 00
H. P. Burgard Co., Buffalo, N. Y.	36,000 00
F. L. Cohen, Buffalo, N. Y.	36,200 00

Awarded to James Anderson, repair.

*HIGHWAY NO. 86-R — BIG TREE, TOWNS OF AURORA-WALES, ERIE COUNTY; LENGTH 4 MILES.

James Anderson, Caledonia, N. Y.	$97,383 70
Thos. Holahan, Rochester, N. Y.	84,750 00
Schroeder-Hicks Con. Co., Rochester, N. Y.	100,000 00
F. L. Cohen, Buffalo, N. Y.	94,900 00
H. P. Burgard Co., Buffalo, N. Y.	89,900 00
Mosier & Summers, Buffalo, N. Y.	93,000 00
F. A. Brotsch, Jr., Rochester, N. Y.	98,000 00
Thos. Fitzgerald Co., Fredonia, N. Y.	86,740 00
John E. Johnson, Buffalo, N. Y.	89,913 00
John Miller, Buffalo, N. Y.	99,968 00
L. H. Gipp Con. Co., Buffalo, N. Y.	92,500 00

No award. Total awards on August 1, 1910.. $256,400 04

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* Repair Contract No. 64 and Highway 86-R are alternate forms of bids for either the repair or reconstruction of Road 86. Contract awarded for Repair Contract No. 64.

SEPTEMBER 12, 1910.

*Otto-Cattaraugus County Highway No. 695, Cattaraugus County, 1.21 Miles.

R. M. Morris, Buffalo (loose stone and granite)	$14,546 25
R. M. Morris, Buffalo (imported limestone top and bottom)	11,328 65

*Otto-East Otto, County Highway No. 697, Cattaraugus County, 2.27 Miles.

R. M. Morris, Buffalo (local stone and granite)	$25,372 20

Bids exceeded appropriation. No awards.

RECAPITULATION.

Date of letting.	Repair contracts.	Construction contracts.
February 14, 1910		$897,083 66
February 16, 1910		972,635 18
February 18, 1910		662,008 16
April 4, 1910		770,097 16
April 6, 1910		818,765 25
April 8, 1910		710,609 57
May 6, 1910		33,646 00
May 27, 1910		994,900 70
June 6, 1910	$657,356 88	
August 1, 1910	63,946 00	192,454 04
September 12, 1910		
		$6,052,199 72
Repair contracts		721,302 88
Total		$6,773,502 60

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* For completion.

APPENDIX K.

STATEMENT SHOWING PLANS APPROVED DURING 1910 FOR REPAIR WORK.

APPENDIX K — MAINTENANCE AND REPAIR.

Date of approval.	Repair contract No.	County.	Highway No.	Name of highway.
May 24, 1910....	48	Oneida.........	3	Deerfield.
			71	Utica–Paris.
May 24, 1910....	49	Jefferson.......	182	Redwood–Alexandria Bay, Part 1.
May 24, 1910....	50	Jefferson.......	181	Watertown–Sacketts Harbor–Henderson, Part 1.
May 24, 1910....	51	Ontario........	203	Gorham–Stanley.
			204	Naples–Atlanta.
			205	Naples–Woodville.
May 24, 1910....	52	Onondaga......	49	Fabius–Apulia, Part 1.
			75	Fabius–Apulia, Part 2.
			121	Fabius–Apulia, Part 3.
May 24, 1910....	53	Onondaga......	48	West Lake.
			74	Marcellus–Marietta.
May 24, 1910....	54	Ontario........	191	Honeoye–Hemlock.
May 24, 1910....	55	Cortland.......	40	Cuyler.
May 24, 1910....	56	Cayuga........	383	Owasco.
May 24, 1910....	57	Monroe........	81	Hamlin, Part 2.
May 24, 1910....	58	Monroe........	79	Scottsville, Part 2.
			29	Southport, Part 3.
May 24, 1910....	59	Monroe........	78	Clifton, Part 1.
May 24, 1910....	60	Monroe........	63	Scottsville, Part 1.
May 24, 1910....	61	Monroe........	6	Ridge.
May 24, 1910....	62	Erie...........	272	Orchard Park, Part 5.
May 24, 1910....	63	Erie...........	89	Transit, Part 2.
May 24, 1910....	64	Erie...........	86	Big Tree.
May 24, 1910....	65	Cattaraugus....	601	Olean–Allegany.
May 24, 1910....	66	Erie...........	88	Transit, Part 1.
May 24, 1910....	67	Cayuga........	591	Moravia–Niles.
May 24, 1910....	68	Chenango......	218	Greene–Smithville Flats.
			224	Oxford–McDonough.
			598	Norwich–Preston.
May 24, 1910....	69	Westchester....	143	Echo Lake–Pines Bridge.
			148	Pines Bridge–Yorktown Heights.
			149	Yorktown Heights–Putnam County line.
May 24, 1910....	70	Westchester....	20	White Plains–Cross Road.
			35	White Plains–Armonk.
			50	Armonk–Mt. Kisco.
May 24, 1910....	71	Westchester....	51	Mt. Kisco–Bedford.
			144	Bedford–Cross River.
			150	Cross River–Turk Hill.
May 24, 1910....	72	Ulster..........	37	Saugerties–Woodstock, Part 1.
			38	Saugerties–Woodstock, Part 2.
May 24, 1910....	73	Ulster..........	116	Kingston–Rifton.
May 24, 1910....	74	Washington.....	104	Granville-Troy Stage.
May 24, 1910....	75	Montgomery....	108	West Mohawk River.
May 24, 1910....	76	Albany.........	119	Loudon, Part 2.
May 24, 1910....	77	Warren.........	692	Loon Lake–Pottersville–Taylors.
May 24, 1910....	78	Albany.........	92	Delmar–Slingerlands.
May 24, 1910....	79	Saratoga.......	58	Glens Falls–Saratoga, Part 1.
May 24, 1910....	80	Rensselaer......	77	Albia–Wynantskill.
May 24, 1910....	81	Saratoga.......	59	Waterford, Part 2.
May 24, 1910....	82	Saratoga.......	39	Waterford, Part 1.
May 24, 1910....	83	Fulton.........	33	Gloversville–Mayfield.
May 24, 1910....	84	Rensselaer......	10	Troy–Brunswick, Part 1.
			25	Troy–Brunswick, Part 2.
May 24, 1910....	85	Montgomery....	32	Amsterdam–Minaville, Part 1.
May 24, 1910....	86	Otsego.........	314	Gilbertsville–Mt. Upton.
		RECONSTRUCTION.		
Jan. 25, 1910....	......	Delaware.......	145R	Delaware River.

APPENDIX L.

APPENDIX L.

The following town bridges have been condemned by the State Commission of Highways, under section 20, chapter 30, Laws of 1909:

COUNTY.	Town.	Stream.	Date of condemnation.
Columbia	Livingston and Clermont		May 25, 1909
Saratoga	Saratoga Spgs. and Malta	Kayaderosseros creek	June 9, 1909
Livingston	Avon and Caledonia	Genesee river	June 9, 1909
Tompkins	Ithaca	Fall creek	June 9, 1909
Tompkins	Groton	Fall creek	July 1, 1909
Herkimer	Salisbury	Spruce creek	July 1, 1909
Schoharie*	Schoharie	Schoharie creek	July 1, 1909
Chautauqua	Kiantone		July 9, 1909
Chemung	Chemung	Junction canal	July 14, 1909
Chemung	Chemung	Chemung Junction canal	July 14, 1909
Madison and Onondaga	Sullivan and Cicero	Chittenango creek	July 21, 1909
Schuyler	Montour		July 21, 1909
Chautauqua	Kiantone		July 21, 1909
Orleans	Carlton	Oak Orchard creek	July 21, 1909
Orleans	Carlton	Oak Orchard creek	July 21, 1909
Columbia	Greenport and Claverack	Claverack creek	Aug. 2, 1909
Columbia	Greenport	Claverack creek	Aug. 2, 1909
Delaware	Colchester	Delaware river	Aug. 13, 1909
Oneida and Madison	Oneida and Vernon	Oneida creek	Aug. 27, 1909
Washington	White Creek	Owl Kill	Sept. 15, 1909
Ontario	Seneca	Flint creek	Sept. 15, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Ellisburg	Big Sandy creek	Oct. 6, 1909
Jefferson	Rutland and LeRay	Black river	Oct. 6, 1909
Columbia	Livingston and Clermont	Roeloff-Jansen Kill	Oct. 6, 1909
Schoharie	Schoharie	Fox creek	Oct. 23, 1909
Jefferson	Lorraine	Sandy creek	Nov. 22, 1909
Jefferson	Philadelphia	Indian river	Nov. 22, 1909
Jefferson	Philadelphia	Indian river	Nov. 22, 1909
Cattaraugus	Salamanca	Allegany river	Feb. 8, 1910
Ulster	Ulster and Esopus	Rondout creek	Feb. 8, 1910
Columbia	Hillsdale	Roeloff-Jansen Kill	Mar. 10, 1910
Niagara	Niagara	Cayuga creek	April 12, 1910
Oneida	Vernon		May 5, 1910
Oneida	Vernon		May 5, 1910
Oneida	Vernon		May 5, 1910
Rockland	Clarkstown	Hackensack river	May 5, 1910
Sullivan	Rockland	Willowemoc river	May 23, 1910
Essex	Jay	Ausable river	June 27, 1910
Sullivan	Neversink	Neversink river	June 27, 1910
Chemung	Chemung	Chemung river	June 27, 1910
Chautauqua	Pomfret	Canadaway creek	July 26, 1910
Herkimer	Herkimer	West Canada creek	Sept. 26, 1910
Columbia	North Germantown		Nov. 9, 1910
Onondaga	Lysander and Elbridge	Seneca river	Nov. 22, 1910
Ulster	Marlboro		Dec. 15, 1910

* Rescinded.

APPENDIX M.

LIST OF TOLL BRIDGES FOR ABOLITION OF WHICH PETITIONS HAVE BEEN FILED BY BOARDS OF SUPERVISORS, AND THEIR STATUS.

APPENDIX M.

List of Toll Bridges for the Abolition of which Petitions have been Presented by the Boards of Supervisors Under the Highway Law.

Warren County.

A toll bridge crossing the Hudson river between the towns of Johnsburg and Chester.

Resolution passed by the Board of Supervisors April 7, 1909.

Certified copy of said resolution filed with the State Commission of Highways April 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to Attorney-General August 28, 1909.

St. Lawrence County.

A toll bridge crossing Black lake near the village of Edwardsville and connecting the towns of Morristown and Macomb.

Resolution passed by the Board of Supervisors June 18, 1909.

Certified copy of said resolution filed with the State Commission of Highways June 29, 1909.

Approved by the State Commission of Highways June 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Schenectady County.

A toll bridge, known as the Scotia bridge, crossing the Mohawk river and connecting the city of Schenectady and the town of Glenville.

Resolution passed by the Board of Supervisors May 4, 1909.

Certified copy of said resolution filed with the State Commission of Highways May 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Schenectady County.

A toll bridge, known as the Freeman bridge, crossing the Mohawk river and connecting the city of Schenectady and the town of Glenville.

Resolution passed by the Board of Supervisors May 4, 1909.

Certified copy of said resolution filed with the State Commission of Highways May 7, 1909.

Approved by the State Commission of Highways July 9, 1909.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General July 12, 1909.

Rensselaer and Saratoga Counties.

A toll bridge, known as the Mechanicville bridge, crossing the Hudson river and connecting the town of Schaghticoke, Rensselaer county, with the village of Mechanicville, Saratoga county.

Resolution passed by the Board of Supervisors of Rensselaer county July 13, 1909 and October 13, 1909 and the Board of Supervisors of Saratoga county November 30, 1909.

Certified copies of said resolutions filed with the State Commission of Highways December 27, 1909.

Approved by the State Commission of Highways May 23, 1910.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General May 25, 1910.

Rensselaer and Saratoga Counties.

A toll bridge, known as the Stillwater bridge, crossing the Hudson river and connecting the westerly part of the town of Schaghticoke, Rensselaer county, with the village of Stillwater, Saratoga county.

Resolution passed by the Board of Supervisors of Rensselaer county July 13, 1909 and October 13, 1909 and the Board of Supervisors of Saratoga county November 30, 1909.

Certified copies of said resolutions filed with the State Commission of Highways December 27, 1909.

Approved by the State Commission of Highways May 23, 1910.

Certified copy of resolution of approval by Commission transmitted to the Attorney-General May 25, 1910.

Saratoga and Washington Counties.

A toll bridge, known as the Schuylerville bridge, crossing the Hudson river and connecting the town of Easton, in the county of Washington, with the village of Schuylerville in the county of Saratoga.

Resolutions passed by the Board of Supervisors of Saratoga county December 24 and 27, 1910, and by the Board of Supervisors of Washington county December 10, 1910.

Certified copies of said resolutions filed with the State Commission of Highways January 6, 1911.

No action taken by the State Commission of Highways as yet — (December 31, 1910).

Saratoga and Rensselaer Counties.

A toll bridge, known as the Union bridge, crossing the Hudson river and connecting the city of Troy, Rensselaer county with the village of Waterford, Saratoga county.

Resolutions passed by the Board of Supervisors of Rensselaer county July 13, 1909 and by the Board of Supervisors of Saratoga county November 18, 1910 and November 28, 1910.

Certified copies of said resolutions filed with the State Commission of Highways November 28, 1910.

No action taken by the State Commission of Highways as yet — (December 31, 1910).

APPENDIX N.

STATEMENT SHOWING STATUS OF PROPOSED GRADE CROSSING ELIMINATIONS FOR STATE AND COUNTY HIGHWAYS.

PROGRESS OF GRADE CROSSING ELIMINATION.

COUNTY.	Public Service case No.	Route and Section.	Adjacent highway No.	Railroad.	Name of crossing.	Remarks.
Albany	1337	Route 7, Section 8	5010	D. & H	Slingerlands	Application to Public Service Commission. Elimination ordered October 4, 1910. Final order pending.
Broome			834	Erie	Kirkwood	Proposed physical division of work. Railroad company making plan. Tentative plan prepared September 17, 1910 by Bureau of Plans and Surveys.
Chenango	1739	R. 8, S. 12		D. L. & W., N. Y. O. & W	Galena	Application to Public Service Commission. Elimination ordered October 6, 1910. Plans ready for approval.
Chenango		R. 7, S. 5	5013	D. & H	Bainbridge	Tentative plans prepared December 31, 1910, by Bureau of Plans and Surveys. Ready for Public Service Commission.
Columbia			763	Harlem Div., N. Y. C. & H. R.	Martindale	Physical division of work by agreement with railroad company. Plans approved October 4, 1910.
Erie			525	Erie	Lawton	Tentative plans prepared by Bureau of Plans and Surveys, July 1, 1910.
Jefferson		R. 27, S. 6	5005	N. Y. C. & H. R	Black River	Physical division of work by agreement with railroad company. Plans ready for approval November 16, 1910.
Monroe	1336	R. 16, S. 2	5046	B. R. & P	Garbutt's	Application to Public Service Commission. Elimination ordered October 4, 1910. Plans approved September 14, 1910.
Onondaga		R. 6, S. 8	5016	Auburn Div., N. Y. C. & H. R.	Camillus Sta	Tentative plans prepared by Bureau of Plans and Surveys, December 31, 1910. Ready for railroad company.
Ontario	1478		637	L. V	Manchester	Application to Public Service Commission, January 13, 1910. Proceedings pending.
Orange	810		313	Erie	Piersons	Ready for petition, Public Service Commission, December 31, 1910.
Orange			416	Erie	Southfield	Proposed physical division of work. Railroad company making plan. Tentative plan prepared by Bureau of Plans and Surveys, August 22, 1910.
Schenectady	1338	R. 6, S. 5	5030	B. & M	Wyatts	Application to Public Service Commission. Elimination ordered September 30, 1910. Final order pending.
Steuben			850	Erie	Browns	Application to Public Service Commission December 23, 1910.
Tompkins	637		681	L. V., E. C. & N. Div	Varna	Physical division of work by agreement with railroad company, under order Public Service Commission, dated December 2, 1910.

APPENDIX O.

BUREAU OF RESEARCH.

APPENDIX O.

OBJECT OF TESTING.

When the wide variation which exists in the wearing and lasting qualities of different grades of stone, bituminous material, cement and brick proposed for use on highway work is fully understood, it becomes plainly evident that the elimination of poor grades of the materials mentioned and the use of only the better grades will at times account for as wide a difference in the results obtained as is the difference between success and failure. It is therefore of great importance that materials be tested prior to their use on the highway in order that the poor grades of material may be rejected and only the better grades used on the work.

Stone, bituminous material, brick or other material used on a road may be found at the end of several years wear to have given very satisfactory results and it may consequently be desired to use more of the same quality of material. As many of the road building materials known by the same name or same trade name vary very considerably in their physical and chemical characteristics it is advisable to have at hand the records of the tests made on the material first used in order that similar requirements may be specified for the second material used. Or one of the materials used may have given unsatisfactory results in which case further use of a similar material would be prevented by referring to the record of tests made on the unsatisfactory material.

It must not be supposed that the use of a material meeting the same requirements as another material will in all cases give a similar result as much depends upon difference in methods of application, difference in conditions under which work is performed and difference in other materials used on the work.

The best test of any material proposed for highway use is its actual use on the highway, but this is generally both an expensive and lengthy test to perform. The tests herein referred to, if properly performed, give uniform results for the same material and these results have been found by experience to be closely indicative of the results that will be obtained on the road if the material has been properly placed thereon.

It should also be borne in mind that the results of the tests on any material will not indicate the qualities and characteristics of the materials proposed for use, unless the sample submitted for test was representative of the average grade of material from which it was taken. Consequently extreme care should be used in every case to see that the sample submitted truly represents the average grade of the supply of material which is proposed for use.

STONE TESTING.

In testing stone for highway use its weight, porosity, loss by abrasion, hardness, toughness and cementing value are determined. The cementing value is principally of importance when the stone tested is to be used in a water bound macadam road. This test is not generally performed when the stone tested is to be used in a bituminous bound macadam road. The loss by abrasion, the hardness and the toughness are considered as the three most important tests.

For the abrasion test the stone is broken by means of the hand breaking press into more or less cubically shaped pieces of from 1¼ to 2½ inches in diameter so that 50 or nearly that number of pieces will weigh within 5 grams of 5 kilograms. The stone is then washed and dried if necessary, and a 5 kilogram charge of 50 pieces is placed in a cast iron cylinder, mounted at an angle of 30 degrees with the axis of rotation, in the Deval abrasion machine and revolved for 10,000 revolutions at a rate of 2,000 revolutions per hour. This rate is not allowed to vary more than one minute per thousand revolutions. The stone is then taken out, washed, dried and the weight of material less than $\frac{1}{16}$ inch in size that has been worn off by abrasion computed. In order that a high figure may represent a high value for the stone, the per cent of loss of the original weight is expressed by the French coefficient which is obtained by dividing 40 by the per cent of wear, so that a stone which loses 4 per cent in weight during the test would be represented by a coefficient of wear of ten, and a stone which loses 2 per cent in weight during the test, represented by a coefficient of wear of twenty. In interpreting results of this test a coefficient of wear below eight is considered low, between eight and thirteen medium, between thirteen and twenty high and over twenty very high.

The hardness test is made upon a core of stone which is obtained with the diamond drill. This core is one inch in diameter and three or more inches long. Extreme care is used to take this core from a sound part of the stone and in a direction perpendicular to natural bed of the stone. The ends of this core are faced off after which the core is weighed and placed in the Dorry grinding machine so that the lower end bears with constant pressure upon the upper face of the horizontal cast iron grinding disk upon which crushed quartz sand of a standard quality and size (30–40) is fed from funnels at a uniform rate. This disk is rotated for 500 revolutions at a rate of approximately 2,000 revolutions per hour, when the core is taken out, reversed end for end and ground for another 500 revolutions, after which the loss in weight in grams sustained by the core for 1,000 revolutions is computed. The hardness is expressed by subtracting ⅓ of this loss from 20 so that if a stone lost 9 grams in weight on this test, its hardness would be expressed as 20 less 3, or 17. It is consequently apparent that a stone losing nothing in weight on this test would have its hardness expressed by 20. A hardness below 14 is considered soft, between 14 and 17 medium and above 17 high.

The toughness test is made by taking two core pieces one inch in diameter which have been obtained with the diamond drill as was done for the hardness test. The ends of these core pieces are accurately and carefully smoothed off so as to form cylinders one inch in height. They are then placed on a firm, level bearing in the impact machine, securely clamped and subjected to blows of a two-kilogram hammer transmitted through a one-kilogram weight. The first blow of the hammer is from a height of one cm. Each succeeding blow is from a height one cm. greater than the preceding one. The number of blows, which equals the drop expressed in centimeters of the last blow required to break the core, is considered as the toughness of the stone. The toughness of the stone tested is represented by the average of the two core pieces broken. A toughness below 13 is considered low, between 13 and 19 medium and above 19 high.

The figures given for the three above-mentioned tests vary, depending upon the kind of stone tested, so that the figures indicated by a test on one kind of stone cannot be directly compared with the figures of a test on a radically different kind of stone. For example: a toughness test of seven on a limestone would indicate a good limestone for top course use, whereas a toughness test of seven on a trap would indicate a trap of low toughness and one which would not be acceptable for top course.

Cost of stone delivered at the road, nature and amount of traffic which the road is to bear and kind of binder to be used are all to be considered in conjunction with the characteristics of the stone, as shown by the stone tests before accepting or rejecting the stone for use on top course of a macadam highway.

With but few exceptions it may be stated that any stone which does not break up too much under the action of the road roller and which is readily available for use on the road may be satisfactorily used for bottom course stone if properly placed.

RESULTS OF TESTS.

In order to readily compare results of tests these results have been arranged according to the characteristic properties of each stone into groups; of which a summary is given on following page.

The figures in the column marked "weighted value" give an approximate means of quickly comparing the relative values of two or more stones of the same classification. Of the abrasion, hardness and toughness tests the abrasion test is considered to be the most reliable and the most important test, consequently the figure representing the French coefficient of abrasion has been multiplied by three. The hardness test is considered second in importance and reliability and its result has been multiplied by two. The result of the toughness test has been multiplied by one. These three weighted results are added together to obtain the "weighted value."

Summary of Average Results of Stone Tests

Group number.	Number of tests represented.	Specific gravity.	Weight — lbs. per cu. ft.	Water absorbed — lbs. per cu. ft.	ABRASION.		Hardness.	Toughness.	Weighted value.	Cementing value.	Kind of stone.	Remarks.
					Per cent. of wear.	French coef.						
1	7	2.93	183	0.21	3.9	11.2	17.8	10.0	79	....	Anorthosite	Quarry stone.
2	8	2.64	165	0.75	3.6	12.6	15.1	14.8	83	....	Calcareous sandstone	" "
3	34	2.76	173	0.62	4.3	10.0	14.0	8.7	67	....	Dolomite	" "
4	28	2.73	172	0.87	3.9	11.7	15.0	10.9	77	....	Dolomitic limestone	" "
5	7	2.78	174	0.30	4.5	9.6	17.3	8.0	72	....	Gabbro	" "
6	53	2.78	174	0.28	4.6	9.8	17.3	9.3	73	....	Gneiss	" "
7	10	2.65	166	0.31	4.0	11.7	18.0	7.3	78	....	Granite	" "
8	130	2.71	169	0.26	4.8	8.9	15.0	6.8	64	....	Limestone	" "
9	20	2.67	167	0.39	2.5	17.6	18.7	17.7	110	....	Quartsite	" "
10	42	2.58	161	1.42	4.7	10.3	13.1	9.8	67	....	Sandstone	" "
11	35	2.68	168	0.70	4.3	10.1	15.2	11.3	74	....	Sandy grit	" "
12	14	2.80	175	0.16	3.3	12.3	18.1	12.0	85	....	Syenite	" "
13	20	2.93	183	0.38	2.5	16.9	18.0	19.7	106	....	Trap	" "
14	19	....	....	....	....	....	....	....	....	....	Miscellaneous stone	" "
15	7	2.77	173	0.82	4.3	9.7	15.9	9.2	70	....	Dolomite	Field stone.
16	12	2.72	170	1.13	4.4	10.1	14.8	8.8	69	....	Dolomitic limestone	" "
17	23	2.77	173	0.31	4.3	10.6	17.1	8.4	74	....	Gneiss	" "
18	14	2.68	168	0.27	3.0	14.0	18.5	10.7	90	....	Granite	" "
19	7	2.73	171	0.34	6.0	7.2	14.9	8.1	50	....	Limestone	" "
20	38	2.55	159	1.67	3.7	12.2	15.5	12.1	80	....	Sandstone	" "
21	6	2.65	166	0.77	4.1	11.4	14.7	12.2	76	....	Sandy grit	" "
22	23	....	....	....	....	....	....	....	....	....	Miscellaneous stone	" "
Total	557	....	....	....	....	....	....	....	....	....		

CEMENT TESTING.

Upon receipt of the lot of samples representing the material from one bin to other receptacle a portion of every sample is taken. These portions are thoroughly mixed into a large general sample and the tests for fineness, setting qualities, soundness, specific gravity and analysis are run through on this blend of the whole material represented. The tests for tensile strength are made separately upon cement from each individual sample.

For the test for tensile strength each sample is weighed, separately with its proper proportion of standard crushed quartz sand, one part of cement being used to three parts of sand by weight. As each sample is thus weighed it is put into a small pan and each pan is kept in the order of its number so that the samples will not lose their identity. Each separate sample of cement and sand is thoroughly mixed dry and then water amounting to from 10 to 11 per cent of the total weight of cement and sand is added, in case the cement is a Portland cement, and from 10 to 13½ per cent by weight in case the cement is a natural cement. The percentage used is such as will give a stiff mortar, but one which will show up water when the trowel is drawn heavily over it. This mortar is thoroughly troweled and is then put into the moulds. The mould which is of brass and of the standard form recommended by the American Society of Civil Engineers, is first filled with loose mortar and this is carefully compacted by pressing down with the thumbs protected by rubber gloves. More loose mortar is placed in the mould and is pressed down as before. This makes about three-fourths inch of mortar in the mould, having been placed in about three-eighths-inch layers. The top layer is placed by striking a further addition of loose mortar with the back of the trowel. The briquette is then struck off even with the top of the mould. Two briquettes are made from each sample. As soon as made, the briquettes are placed upon plates of glass and are placed in the moist-air cabinet, care being taken to keep them in their order so as to still retain their identity. After the mortar has hardened, the briquettes are removed from the moulds and placed in a moist-air cabinet. Twenty-four hours after gaging they are marked with a number which was given to each briquette consecutively as each was made. The briquettes are then immersed and kept in water maintained at a temperature of about

60° to 70° F.; one set being kept for six days and the other set for twenty-seven days.

On the seventh day after gaging, the first test for tensile strength is made, and twenty-one days later, or the twenty-eighth day after gaging, the second briquette of each sample is broken for tensile strength. All the operations are so conducted that there is perfect uniformity in the treatment of all the samples.

Tests for tensile strength of neat cement are seldom made. When made, however, they are made and treated in a manner similar to that used in testing mortar briquettes, excepting that a greater percentage of water is used, the percentage usually being about 1 per cent less than that used in gaging for the neat pats of that particular lot or brand.

The test for fineness is made by drying the sample and accurately weighing a portion of it to within one ten-thousandth part of a pound. This portion is carefully sifted through standard sieves of 2,500 and 10,000 meshes to the square inch. The residue on each sieve is carefully weighed and the percentages passing the sieves are computed from this residue.

The test for set is made by taking from the large general sample enough cement to make a ball of paste for the mould of the Vicat apparatus. This is mixed into a paste of normal consistency by adding from 18 to 25 per cent by weight of water if the cement is a Portland cement and from 28 to 33 per cent of water if the cement is a natural cement. After being thoroughly troweled this paste is moulded into a ball, pressed into the larger end of an inverted conical hard rubber mould and struck off even with the mould, after which the mould is turned over and placed on a glass plate which is set in the moist-air cabinet and the cement tested from time to time by the Vicat needle. When the needle ceases to pass a point five mm. above the upper surface of the glass plate upon which the mould is resting, the initial set has taken place. The hard set has taken place when the needle ceases to make a visible impression upon the cement in the mould. The time of set is measured from the moment of adding the water to the cement.

The test for constancy of volume is made by taking from the large general sample enough cement to make three neat pats. These pats, which are moulded on glass plates, are about three inches by four inches in size one-half inch thick in the center and are drawn out to thin edges. As soon as made the pats are placed in the moist-air cabinet and allowed to take their set. When the pats have hardened for twenty-four hours one is placed in steam over boiling water at 212° F. and kept there for five hours. This is the "accelerated" or "hot water" test and if the pat, after being in the steam for five hours shows no signs of blowing or cracking it is reported as "good." The other pats are submitted to the normal air and water tests by being kept in air and in water respectively at from 60° to 70° F. for seven days.

The test for specific gravity is made with the LeChatelier apparatus and as recommended by the American Society of Civil Engineers.

The chemical tests are made according to the method recommended by the committee of the New York Section of Society for Chemical Industry.

RESULTS OF TESTS.

In order to readily compare results of tests these results have been arranged according to the characteristic properties of each cement into groups, of which a summary is given on following page:

Summary of Results of Cement Tests

GROUP NUMBER.	Number of barrels represented.	Number of tests represented.	AVERAGE. SET IN MINUTES.		AVERAGE PERCENT. PASSING SIEVES.		TENSILE STRENGTH OF 1:3 MORTAR IN LBS. PER SQ. INCH.								Remarks.
							BROKEN AT END OF 7 DAYS.				BROKEN AT END OF 28 DAYS.				
			Initial.	Hard.	No. 50.	No. 100.	No. broken.	Min.	Max.	Aver.	No. broken.	Min.	Max.	Aver.	
1	22,480	23	164	314	99.7	93.6	382	197	392	276	382	249	486	344	......
2	13,682	37	140	293	99.9	93.3	354	150	381	267	354	212	456	331	......
3	7,345	32	144	324	99.6	93.4	550	156	371	263	541	224	435	326	......
4	2,875	21	133	279	99.9	95.3	264	148	380	276	264	244	435	341	......
5	10,074	21	158	336	99.6	95.1	285	153	380	245	285	202	422	320	......
6	3,340	18	170	330	99.8	93.6	231	158	372	256	230	128	458	339	......
7	15,922	13	190	352	99.9	96.8	182	134	327	243	182	234	421	316	......
8	23,640	29	193	349	99.8	93.4	471	151	405	260	471	205	460	325	......
9	7,970	21	185	357	99.9	92.7	239	148	318	234	239	196	450	317	......
10	3,393	20	184	330	99.9	93.5	313	153	330	254	313	212	401	305	......
11	14,994	29	97	283	99.9	95.4	368	149	317	242	368	215	412	314	......
12	5,400	3	223	333	100—	94.4	72	124	261	191	72	237	382	288	......
13	230	6	174	342	99.8	92.9	23	144	273	202	23	243	350	303	......
14	200	3	197	362	99.8	93.7	20	160	266	212	20	238	370	287	......
15	3,800	3	143	267	99.7	93.0	38	172	372	288	38	230	372	315	......
16	420	3	155	322	99.7	93.4	41	177	327	260	41	259	405	330	......
17	13,435	7	176	337	99.9	94.9	173	109	311	197	173	200	395	310	......
18	355	4	231	364	100—	93.2	37	190	397	269	37	236	395	298	......
19	135	1	220	385	99.9	93.1	14	200	290	248	14	230	306	284	......
"	170	1	100	280	100—	95.3	17	268	422	310	17	300	424	377	......
"	....	1	110	345	99.5	95.4	2	238	273	255	2	360	392	376	......
"	....	1	185	460	99.9	99.0	4	241	258	251	4	295	360	329	......
Total	149,860	297	......	......	......	......	4,080	......	......	......	4,070	......	......	......	
Av of 297 tests	....	......	159	322	99.8	94.0	......	......	......	252	......	......	......	321	

BITUMINOUS MATERIAL TESTING.

A brief description of the methods employed in making tests in the laboratory is as follows:

Preparing laboratory samples.— Each laboratory sample is usually composed of several samples that have been taken to represent one lot of material. The material in the separate samples is examined and if uniform in appearance, equal amounts are taken from each and thoroughly blended to form a sample of about one-half pint on which the complete analysis is run.

In case of mineral bitumen, the sample received is thrown on a large piece of paper, pieces which are evidently foreign to the material are rejected, and the whole "quartered down" to a sample of about 300 grams. This is ground in a mortar and the analysis run on this part of the original sample.

Water present.— The presence of water in an oil, asphalt or tar is determined by putting about 40 grams of the material into a deep, seamless, three ounce tin box, a thermometer being suspended in the material. This is then heated to about 230° F. without stirring. If water is present, even in very small quantities, the material will froth when heated to about 212° F. The per cent. of water present is determined by heating 20 grams of the material in a 2 oz. seamless tin box in an oven maintained at a temperature of 212° F. for an hour. The per cent. of water in mineral bitumen is determined in a similar manner. The loss in weight while not absolutely correct, is considered as moisture.

Homogenity.— The homogenity of the mixture is shown by its general appearance at a temperature of 77° F. when in a melted condition and when examined under the miscroscope.

Gravity.— The gravity is determined by taking a small test tube about $\frac{3}{8}$ of an inch by $3\frac{1}{4}$ inches which is accurately weighed (weight A). The tube is then filled with distilled water at 77° F. and weighed (weight B). To get the gravity of an oil, asphalt or tar the tube is filled with the material, cooled to a temperature of 77° F. cut off level with the top and weighed (weight C). The gravity is determined as follows:

$$\frac{C-A}{B-A}=\text{gravity.}$$

Penetration.— The penetration tests are made by putting the material to be tested in a 3 oz. deep, seamless tin box and placing this box in water maintained at the temperature at which penetration is to be determined for a period of 2 hours before making the penetration tests. The tests are made with a New York Testing Laboratory penetrometer using a No. 2 needle, with a 100 gram weight, the load being applied for 5 seconds.

Residue having a penetration of 10 *mm.*— This test is made as follows: 50 grams of the oil are placed in a 3 oz. deep, seamless tin box, the box placed in a sand bath and heated over a Bunsen burner. A thermometer is suspended in the oil, the bulb not touching the bottom of the box. The temperature of the oil is kept at from 480° F. to 500° F. and the oil is stirred from time to time with the thermometer to prevent overheating in any part. Depending on the nature of the oil, as usually indicated by its flash, consistency at 77° F. and gravity, the operator can tell about what per cent. it will be necessary to evaporate before cooling and taking a penetration as described under the test for penetration. It is sometimes necessary to make several trials before the desired result is obtained. When the required pentration is reached, the residue left from evaporation is weighed and its per cent. of the original sample taken is computed.

Ductility.— The ductility of an asphalt cement or bitumen is determined by the distance in contimeters that a briquette of the material will draw out before breaking. The briquette of the asphalt cement is moulded in a Dow briquette mould having a central cross section 1 cm. square, a 2 square cm. cross section at mouth of clips and a distance of 3 cm. between clips. The moulding of the briquette is done as follows: The mould is placed on a brass plate. To prevent the asphalt cement from adhering to this plate and the inner sides of the two pieces of the mould they should be well amalgamated. The asphalt cement to be tested is poured into the mould while in a molten state, a slight excess being added to allow for shrinkage on cooling. After the asphalt cement is nearly cooled, the briquette is smoothed off level by means of a hot spatula. When it is thoroughly cooled to the temperature at which it is desired to make the test, the clamp and the two side pieces are removed, leaving the briquette of asphalt cement held at each end by the ends of the mould which serve as clips. The test is made by pulling the two clips apart, at a uniform rate of 5 cm. per minute, until rupture occurs. The briquette is kept in water at the temperature at which ductility is to be determined for at least 30 minutes before testing, and the test is performed while the briquette is so immersed in the water at the above temperature, and at no time is the temperature of the water allowed to vary more than half a degree from the standard temperature.

Torsion.— The torsion test is made by rolling with the hands a roll ½ inch in diameter having a working length or distance between gripping points of 6 inches. The roll is cooled in water maintained at the temperature at which torsion is to be determined for 30 minutes and the torsion made immediately upon taking roll from water by gripping the roll with the fingers, the length of the roll being 6 inches between the fingers. Three complete turns of one end of the roll are made and it is then examined for cracks. A similar roll cooled in a similar manner is stretched a distance of at least 3 feet by pulling slowly with the hands.

Melting point of bitumen.— The melting or softening point of bitumen is determined by filling a ring ⅝ inch in diameter by ¼ inch in depth with the bitumen to be tested. After cooling, the bitumen is cut off level with the top of the ring. The ring containing the bitumen is placed in water at 65° F. for 20 minutes before making the test. In performing the test the ring is put in a support, so placed that the bottom of the ring is 1 inch above the bottom of an 800 cc. beaker. On the center of the bitumen in the ring, is placed a ⅜ inch steel ball, a thermometer being placed with its bulb on a level with the ring containing the bitumen. The beaker is nearly filled with water at a temperature of 65° F. and the temperature raised at a rate of from 8° to 10° F. per minute. The temperature recorded by the thermometer at the time the ball touches the bottom of the beaker is taken as the melting point of the bitumen.

Heating tests.— The heating tests at 325° F. and 400° F. are made by weighing 20 grams of the material for each test into 2 oz. seamless tin boxes 2½ inches by ¾ inch. The boxes are then placed in ovens maintained at 325° F. and 400° F. for five hours and the loss in weight at the end of that period found.

Flash.— About 40 grams of the material to be tested are placed in a 3 oz. deep, seamless tin box. The box containing the material is placed on a sand bath over a Bunsen burner. The bulb of a thermometer being placed in the material, but so adjusted as not to touch the bottom of the box. The flame of the Bunsen burner is so adjusted that the temperature of the material being tested is raised at the rate of from 10° to 15° F. per minute. As soon as vapors are seen coming off, the small flame from a capillary tube is passed over the center of the liquid and about ¼ inch above it, and repeated for about every 5° F. rise in temperature until the slight explosion indicates the flash point is reached. The temperature at this point is recorded as the open flash point of the material being tested.

Total bitumen.— The solubility in carbon disulphite is found by weighing approximately 1 gram of the material into an Erlenmeyer flask, adding 50 cc. of carbon disulphide and allowing the solvent to act 12 hours at laboratory temperature, care being taken to break up all lumps before filtering. The filtration is made through a C. S. & S. 9 cm. filter paper No. 589. The papers are first dried, and weighed immediately before using. The filtration is made in a valve funnel, a watch glass being placed on the funnel to prevent evaporation of the solvent. After washing until washings come clean the filter and residue are placed in an oven at 212° F. for 30 minutes, cooled in a dessicator and weighed. The difference in weight gives the amount of material insoluble in carbon disulphide from which the per cent. of soluble bitumen is computed.

The total bitumen in mineral bitumen is determined by weighing about 25 grams of the dried material into a dried and weighed C. S. & S. extraction cartridge and extracting in a continuous extraction apparatus using carbon disulphide for a solvent; drying and weighing after extraction is completed. The loss gives the amount of bitumen soluble in carbon disulphide.

Carbon tetrachloride solubility.— This test is made in the same manner as determining the bitumen soluble in carbon disulphide except that carbon tetrachloride is used as solvent.

Naphtha solubility.— The amount of material soluble in 76 degree paraffine petroleum naphtha (boiling point 140° F. to 190° F.) is found by the same method that is used in getting the amount soluble in carbon disulphide except that naphtha is used for a solvent in place of carbon disulphide. The character of the filtrate is determined by placing about 10 cc. of the filtrate in the tin covers of the 2 oz. boxes used in making the heating tests and allowing the filtrate to evaporate. The residue is noted to be sticky or oily by rubbing it between the fingers.

Water soluble materials.— Water soluble materials in bitumen are determined by weighing about 2 grams of the tar into a casserole, adding 50 cc. of distilled water and boiling for one hour. The solution is then filtered into a weighed porcelain evaporating dish using hot distilled water for a wash and evaporated to dryness on a steam bath. The weight of the evaporating dish and contents after drying to a constant weight at 212° F. less the weight of the dish itself gives the amount of water soluble materials in the bitumen, from which the per cent. may be calculated.

Free carbon.— The free carbon in tar is determined by extraction at room temperature with carbon disulphide. In extraction carbon disulphide is used in the same manner as making the determination for the amount of bitumen soluble in carbon disulphide in asphalts. Determination as to whether extraction is complete is made by placing some of the carbon on white porcelain, and moistening it with carbon disulphide; if the porcelain is stained the extraction was not complete and the carbon requires more washing.

Paraffine.— Fifty grams of the material are placed in a half-pint iron retort, E. & A. No. 4521, fitted with a tee condenser. To the 20-inch iron delivery tube of the retort is attached a 10-inch glass tube, and between the cover and the retort is placed a paper gasket cut from heavy wrapping paper. The material is rapidly distilled to a dry coke from which no further distillate can be obtained, not over 25 minutes being allowed from time of placing flame under retort until distillation ceases. About 5 grams of the distillate are taken if the materials contain 2 per cent. or less of paraffine and about 3 grams if the material contains over 2 per cent. of paraffine. This amount of distillate is dissolved in Squibbs absolute ether in a 2 oz. glass flask, approximately 5 cc. of ether being used for each gram of distillate taken, after which a volume of Squibbs absolute alcohol equal to the ether is added. A one to one wash of 25 cc. each of similar ether and alcohol is made up and the solution of oil and the wash are then frozen separately for 40 minutes in a salt and ice mixture, giving a temperature of 0° F. The precipitate is filtered quickly by means of a suction pump by using a No. 575, C. S. & S. 9 cm. hardened filter paper; the paper being placed in a funnel packed in a freezing mixture of salt and ice. The paraffine caught on the filter paper is washed with the cool one to one wash until the paraffine is white. The paraffine is then scraped into a weighed crystalizing dish and maintained at a temperature of

212° F. until a constant weight is obtained, after which it is weighed and the percentage of paraffine in the original material calculated. The percentage of paraffine in the original material is computed by dividing the weight of paraffine obtained by the number of grams of distillate taken for freezing, and multiply this result by the percentage distilled from original sample (i. e.: by 100 per cent. less weight of coke expressed in percentage). The paraffine so determined to have a melting point of at least 120° F.

The melting point of paraffine is determined by covering the bulb of a thermometer with the paraffine; suspending the thermometer in a beaker of water at 65° F. and heating the water at the rate of 8° to 10° F. per minute. The temperature recorded by the thermometer at the time the paraffine melts from the bulb is taken as the melting point of the paraffine.

Distillation of tar.— The distillation test of tar is made by weighing 100 grams of the tar into a 250 cc. Engler flask with delivery tube at the middle of the neck. The thermometer is so placed that the upper end of the mercury bulb is opposite the outlet of the flask. The thermometer used, to have a nitrogen chamber to insure accurate readings at high temperatures. The flame is so regulated that approximately 1 cc. of distillate is caught per minute. At the breaking or fractioning points, the flame is removed and the temperature allowed to drop about 10° C.; the flame is then replaced and the temperature brought to the fractioning point. This is repeated until all is over that will come at that temperature. The temperature is then carried to the next fractioning point and the method of fractioning repeated. The distillates for the different fractioning points are caught, weighed, and per cent. of distillate computed for the various temperatures, percentages being given by weight.

Fixed carbon and mineral matter.— The fixed carbon is determined by weighing approximately 1 gram of the material into a weighed platinum crucible with a tightly fitting cover. The crucible, with its cover in place is then placed about 4 inches over a freely burning Bunsen burner so as to be completely enveloped in the flame and exposed to the full heat of the burner for about 3 minutes or until the top of the crucible cover is burned free from carbon; the under side of the cover being covered with the carbon. The flame is then withdrawn, the crucible cooled and weighed. The weight after burning, less the weight of crucible gives the amount of fixed carbon plus the mineral matter. The fixed carbon is then burned off in the open crucible until a constant weight is obtained; the crucible cooled and weighed. This weight is the crucible plus the mineral matter. The mineral matter subtracted from the combined weight of fixed carbon and mineral matter gives the fixed carbon.

RESULTS OF TESTS.

In order to readily compare results of tests, these results have been arranged according to the characteristic properties of each material into groups, of which a summary is given on following page.

Summary of Results of Bituminous Material Tests.

GROUP NUMBER	Number of tests represented.	Grav. at 77° F.	Pen. at 77° F.	RESIDUE.		% LOSS 5 HOURS AT		% BITUMEN SOLUBLE IN		Per cent. fixed carbon.	Open flash Fahr.	Per cent. paraffine.	DISTILLATION.			Per cent. mineral matter.	M. P. bit. Fahr.	M. P. par. Fahr.	Per cent. sol. in CCl_4	Per cent. soluble in water.	Per cent. free carbon.	PER CENT. DISTILLING TO			Torsion at 60° F.	Remarks.
				Per cent.	Pen. 77° F.	325° F.	400° F.	CS_2	70° Nap.				Per cent. caught.	Per cent. coke.	Time, mins.							225° C.	270° C.	360° C.		
1....	172	10.6	148	....	....	Trace	Trace	99.7	79.9	13.9	500+	3.75	65.2	22.8	21.2	....	134	136	....	....	....	....	....	....	....	....
2....	5	10.7	164	....	....	0.01	0.25	99.8	81.5	13.8	500+	3.82	65.2	23.6	20.0	....	....	....	....	*	....	....	....	....	....	....
3....	6	11.2	203	....	....	Trace	0.33	98.7	75.7	15.1	505	4.17	66.2	23.7	22.0	....	....	....	97.00	....	....	....	....	....	....	....
4....	34	1.02	119	....	....	0.30	1.20	99.7	80.6	12.0	....	0.62	66.1	21.8	21.0	....	121	....	....	....	....	....	....	....	....	....
5....	15	11.4	230	....	....	2.03	3.50	99.9	81.9	10.0	377	1.13	73.7	17.2	21.0	....	....	136	....	....	....	....	....	....	....	....
6....	10	10.7	130	....	....	Trace	0.25	99.9	82.8	10.0	....	0.74	70.8	17.0	21.0	....	....	....	....	....	....	....	....	....	....	....
7....	12	10.5	135	....	....	0.58	1.48	99.9	82.0	10.4	480	0.64	72.3	17.4	22.0	....	119	....	....	....	....	....	....	....	....	....
8....	187	1.04	140	....	....	2.60	6.40	96.7	81.2	12.5	380	1.29	64.2	23.2	21.2	1.63	113	....	....	....	....	....	....	....	....	....
9....	15	1.21	161	....	....	2.38	5.87	73.4	77.3	7.57	400	1.27	49.1	38.7	21.5	23.7	103	....	....	....	....	....	....	....	....	....
10....	17	1.22	125	....	....	1.50	3.40	71.7	76.9	8.49	400	1.52	48.8	40.3	22.0	24.9	112	....	....	....	....	....	....	....	....	....
11....	6	1.11	133	....	....	2.00	5.00	84.3	75.8	11.3	428	1.10	55.8	33.7	21.0	14.1	119	....	....	....	....	....	....	....	....	....
11....	5	1.01	108	....	....	Trace	Trace	98.5	78.9	14.9	500+	3.89	59.7	25.9	22.6	1.0	127	....	....	....	....	....	....	....	....	....
11....	3	.99	84	....	....	Trace	0.67	99.3	75.9	12.2	503	3.93	67.8	21.0	21.0	0.62	....	....	....	....	....	....	....	....	....	....
11....	1	11.5	84	....	....	Trace	0.50	99.6	76.7	14.9	494	3.46	63.6	26.0	24.0	0.43	....	....	....	....	....	....	....	....	....	....
11....	2	1.03	206	....	....	1.25	2.50	99.0	79.1	13.3	420	0.56	63.7	28.5	24.0	0.44	....	....	....	....	....	....	....	....	....	....
11....	4	1.03	110	....	....	0.20	0.55	99.8	83.5	12.8	500+	1.06	63.2	25.7	22.7	0.03	117	....	....	....	....	....	....	....	....	....
11....	1	1.03	100	....	....	....	....	100.0	78.6	14.0	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
11....	2	1.03	48	....	....	Trace	1.25	99.8	71.2	15.2	496	1.66	64.3	25.0	21.0	Trace	....	....	....	....	....	....	....	....	....	....
11....	3	13.4	200	....	....	0.20	1.06	99.9	82.2	10.8	491	3.95	69.5	17.3	20.0	....	....	....	....	....	....	....	....	....	....	....
12....	9	13.8	....	84.1	107	4.24	8.20	99.8	83.0	11.1	352	3.25	72.8	17.3	22.0	....	....	....	....	....	....	....	....	....	....	....
12....	1	12.1	....	87.0	90	6.30	10.5	99.9	83.8	8.32	270	0.40	77.2	14.0	23.0	....	....	....	....	....	....	....	....	....	....	....
13....	131	18.3	....	61.9	87.0	8.77	18.3	99.8	88.6	8.04	309	2.87	78.9	13.7	20.8	....	....	....	....	....	....	....	....	....	....	....
14....	87	19.0	....	50.2	84.2	1.41	5.02	99.9	98.7	3.94	435	4.79	83.0	9.1	20.8	....	....	....	....	....	....	....	....	....	....	....
15....	2	12.2	....	68.7	108	5.50	13.0	99.9	97.2	5.35	351	Trace	81.6	10.0	21.0	....	....	....	....	....	....	....	....	....	....	....
15....	3	22.6	...	39.1	103	22.8	34.8	99.9	96.1	3.36	234	2.28	88.8	6.0	21.0	....	....	....	....	....	....	....	....	....	....	....
15....	1	28.1	....	....	....	....	....	....	....	1.59	206	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
15....	1	19.6	....	46.8	120	2.00	7.00	99.9	99.4	3.80	420	5.41	85.5	4.0	23.0	....	....	....	....	....	....	....	....	....	....	....
15....	2	14.8	....	77.0	81	0.50	1.60	99.9	95.4	6.50	483	4.23	77.9	12.0	20.5	....	....	....	....	....	....	....	....	....	....	....
15....	7	18.7	....	33.4	90	16.5	21.3	99.9	99.2	2.04	306	1.41	88.2	4.47	21.0	....	....	....	....	....	....	....	....	....	....	....
15....	1	....	....	27.6	40	....	....	99.9	99.9	1.72	286	Trace	90.7	6.0	20.0	....	....	....	....	....	....	....	....	....	....	....
15....	1	18.6	....	65.8	107	3.00	20.5	99.8	91.7	8.00	304	1.60	80.7	11.0	22.0	....	....	....	....	....	....	....	....	....	....	....
15....	2	19.4	....	29.0	72	19.0	31.0	99.9	99.9	1.70	276	0.51	90.5	1.50	21.0	....	....	....	....	....	....	....	....	....	....	....
16....	9	22.9	....	43.5	93	13.6	26.9	99.9	92.5	5.07	299	2.63	87.9	7.30	20.0	....	....	....	....	....	....	....	....	....	....	....

17...	6	14.5	....	55.5	102	2.67	6.92	99.9	98.6	3.37	423	0.37	86.2	6.00	21.0	....	....	....	....	....	....	....	....	....	....	....
17...	2	13.6	....	79.1	75	Trace	1.10	99.9	93.4	7.71	500+	3.82	73.8	16.5	21.0	....	....	....	....	....	....	....	....	....	....	....
17...	1	11.8	....	79.4	61	0.50	1.20	99.9	90.3	10 2	524	3.46	66.4	22.0	20 0	....	....	....	....	....	....	....	....	....	....	....
17...	1	16.6	....	39.2	168	2.00	11.0	99.0	99.6	20.2	368	0.14	90.4	4.0	21.0	....	....	....	....	....	....	....	....	....	....	....
18...	1	1.38	....	....	....	1.00	2.00	59.2	55.6	8.84	440	....	....	....	....	35.2	....	....	....	....	....	....	....	....	....	....
18...	3	1.32	241	....	....	1.75	4.50	57.2	78.1	1.64	382	....	....	....	....	37.9	....	....	....	....	....	....	....	....	....	....
18...	2	1.15	103	....	....	0.50	0.70	79.5	79.7	10.6	524	2.00	53.2	36.0	22.0	16.7	....	....	....	....	....	....	....	....	....	....
18...	2	1.30	....	....	....	1.30	3.30	80.8	65.8	15.3	456	....	....	....	....	17.2	....	....	....	....	....	....	....	....	....	....
18...	1	1.15	....	....	....	0.50	1.00	92.0	17.3	32.0	....	....	....	....	....	7.66	....	....	....	....	....	....	....	....	....	....
18...	3	1.02	....	....	....	1.27	4.30	97.3	73.6	12.1	400	2.51	71.6	21.2	21.0	1.63	....	....	....	....	....	....	....	....	....	....
19...	16	1.23	172	....	....	....	....	80.9	4.90	30.6	....	....	....	....	....	0.10	99	....	....	0.12	19.2	0.37	4.74	35.3	Good	....
20...	40	1.20	67.2	....	....	....	....	89.7	4.02	29.9	....	....	....	....	....	0.08	119	....	....	0.09	12.0	0.04	2.10	34.4	Good	....
21...	3	1.23	....	....	....	....	....	83.1	....	....	....	....	....	....	....	0.23	....	....	....	0.15	16.8	0.78	7.73	41.5	Good	....
21...	2	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....
21...	1	1.20	....	....	....	....	....	91.2	5.89	20.5	....	....	....	....	....	0.07	....	....	....	0.13	8.83	Trace	5.50	34.5	Good	....
21...	1	1.22	....	....	....	....	....	74.3	2.36	25.2	....	....	....	....	....	0.46	....	....	....	....	15.1	....	....	....	....	....
21...	3	1.24	20	....	....	....	....	....	....	35.9	....	....	....	....	....	0.07	144	....	....	0.06	20.5	Trace	1.60	26.4	....	....
22...	10	1.20	125	....	....	....	....	83.1	6.53	29.4	....	....	....	....	....	0.10	112	....	....	Trace	16.9	Trace	2.20	42.0	....	....
23...	28	....	....	....	....	....	....	7.2	....	....	....	....	....	....	....	92.5	....	....	....	....	....	....	....	....	....	....
23...	1	....	....	....	....	....	....	7.5	....	....	....	....	....	....	....	92.5	....	....	....	....	....	....	....	....	....	....
Total,	884	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....

EXPERIMENTAL AND RESEARCH WORK.

In addition to the testing of samples of material proposed for use on State highways, experimental and research work has been carried on along various lines relative to the testing and use of bituminous material.

Due to a lack of standard tests and especially to a lack of standard detail methods of performing such tests as are more or less standardized, time not necessary for testing has been partly devoted toward establishing uniform methods of making tests and to ascertaining the degree of accuracy that may be expected for the various tests.

BRICK TESTING.

On receipt of a sample approximately twenty bricks were picked out for the rattler or abrasion test and ten bricks for the Cross breaking test, which allowed one brick to be kept as a sample and five of the least desirable bricks to be culled.

The abrasion test was made to determine the per cent. of weight lost by abrasion when a standard charge containing approximately 1,000 cubic inches of brick was subjected to 1,800 revolutions in a 20 by 28-inch rattler making 28 to 30 revolutions per minute. Bricks were dried for a period of 48 hours at a temperature of from 230° to 250° F. before being subjected to the abrasion test.

The absorption test was made on five bricks which had been through the rattler test. These bricks were weighed as taken from the rattler and then immersed in water for forty-eight hours after which they were again weighed. The gain in weight due to water absorbed noted, and the per cent. of increase in weight due to absorption computed.

The cross breaking test was made by placing a brick on edge as laid in pavement. This brick rested on supports which were six inches apart and the breaking load was applied at the center of the brick. The average breaking load of ten brick was used for computing the modulus of rupture which was computed by the formula: $R = \frac{3WL}{2bd^2}$, in which W is the breaking load expressed in pounds, L the length between supports expressed in inches, b the breadth and d the depth of the brick in inches.

RESULTS OF TESTS.

In order to readily compare results of tests these results have been arranged according to the make of brick into groups, of which a summary is given on following page:

Summary of Results of Brick Tests.

GROUP NUMBER.	Number of tests represented.	AVERAGE.						Remarks.
		DIMENSION IN INCHES.			Percent of water absorbed.	Modulus of rupture in lbs. per sq. in.	Percent of weight lost in rattler.	
		Width.	Depth.	Length.				
1..............................	10	3.1	3.9	9.2	3.3	2060	14.1	....
2..............................	7	3.5	4.0	8.5	2.6	2706	16.8	....
3..............................	5	3.4	4.0	9.0	3.3	2110	23.2	....
4..............................	4	3.3	4.0	9.0	3.6	2492	18.8	....
5..............................	4	3.6	4.0	8.7	1.9	2433	18.4	....
6..............................	3	3.4	4.0	8.7	2.0	2113	15.1	....
7..............................	3	3.6	4.0	8.5	3.1	2114	15.4	....
8..............................	3	3.5	4.0	8.8	3.4	2293	21.5	....
9..............................	2	3.5	4.0	8.7	2.9	2335	16.4	....
10.............................	2	3.6	4.0	8.5	5.2	1866	26.2	....
11.............................	2	3.7	4.0	8.4	2.4	1746	19.6	....
12.............................	1	3.4	4.0	8.7	2.9	1706	22.3	....
"...............................	1	2.9	4.1	9.4	0.9	2080	18.7	....
"...............................	1	3.6	4.0	8.5	2.6	1680	18.1	....
"...............................	1	3.1	3.7	9.2	2.4	2860	16.5	....
Total..........................	49	....	....	....	....	....	....	....
Average of 49 tests............	....	3.4	3.9	8.8	2.9	2150	18.0	

SAND AND GRAVEL TESTING.

In sand proposed for use in concrete work the composition, gradation, percentage of voids and percentage of loam were determined. It was also made into briquettes using one part cement and three parts sand and the tensile strength of these briquettes compared with that of similarly made briquettes in which a standard quartz sand was used.

In sand proposed for use with bituminous macadam the composition and gradation were determined.

In gravel proposed for use in concrete work the composition, gradation, percentage of voids and percentage of fine dirt were determined. In some cases the gravel was also mixed with cement mortar and made into six-inch test cubes, and the crushing strength of the cubes determined.

In gravel proposed for use as road metal or road surfacing, the composition, gradation, percentage of voids and fine dirt were determined.

RESULTS OF TESTS.

The results of sand and gravel tests were not tabulated as was done with results of tests of other materials as there was not a large number of tests made and the characteristic properties of the samples tested varied so much as to make the grouping of the results of but little value.

APPENDIX P.

BUREAU OF PLANS AND SURVEYS AND BLUE PRINT LABORATORY RECORD.

APPENDIX P.

In the Bureau of Plans and Surveys, plans for 190 highways of a total length of 563 miles, have been reviewed and returned to the Division Engineers for corrections.

Five sets of highway plans, of a distance of ten miles, have been revised.

Thirteen tentative plans for grade crossing eliminations, together with specifications, have been prepared and submitted to the Commission.. Four similar plans which were submitted to the bureau have been examined.

Plans for three town highways have been prepared at the request of town officials.

Sixty-four modification resolutions, passed by the board of supervisors, modifying the system of county highways in the various counties, have been duly entered on the approved maps of the Department, and in addition, all highways placed under contract and completed, have been duly entered on the various sets of State and county maps which form a part of the Department records.

During the year 68 town bridges and culverts have been inspected at the request of town officials and of these, 17 bridges were recommended to the Commission for condemnation, and 51 other recommendations made.

Eight bridge and culvert plans, submitted by local authorities, were approved.

Forty-seven new plans were prepared and furnished to town and county officials, and two plans for repairs.

Standard plans covering the following types and spans have been prepared during the year, as follows:

Bridges with concrete floors 20′ wide, 120′ long.

Bridges with concrete floors 18′ wide, of the following lengths: 145′ — 135′ — 110′ — 90′ — 85′ — 75′ — 70′ — 65′ — 60′ — 55′ — 50′.

Bridges with concrete floor 16′ wide, of the following lengths: 125′, 110′ — 100′ — 90′ — 880′ — 70′ — 60′ — 50′.

Bridges with wood floors 16′ wide, of the following lengths: 135′ — 130′ — 60′.

The following table shows all standard plans for truss bridges which are fully completed, now on file:

CONCRETE FLOOR.		PLANK FLOOR.	
Span. Feet.	Width of roadway. Feet.	Span. Feet.	With of roadway. Feet.
45	16	50	16
50	16	60	16
57	16	75	16
60	16	100	16
70	16	125	16
80	16	130	16
90	16	135	16
100	16	150	16
110	16	100	18
125	16		
150	16		
46	18		
50	18		
55	18		
60	18		
65	18		
70	18		
75	18		
80	18		
85	18		
90	18		
95	18		
98	18		
110	18		
125	18		
135	18		
145	18		
120	20		

There are also on hand various standard designs for the building of concrete culverts of spans varying from 2′ to 30′.

The work of the Bureau in the Blue Printing Laboratory has consisted in the making of 58,384 blue prints, exclusive of map mounting and photographs.

1,915	sets of highway plans (average 10 prints per set).
16,151	cross section prints.
1,181	sets of land taking (average 7 prints per set).
2,844	bridge and culvert prints.
2,256	town highway prints.
1,356	maintenance and repair forms.
8,146	miscellaneous prints.
541	brown prints.
977	U. S. G. S. maps mounted on muslin.
17	U. S. G. S. county maps mounted on muslin.
432	photographs developed and printed.

All record plans and tracings of the Department are filed in this bureau. During the past year, the files have been extended to care for about 350 new highway plans and 100 miscellaneous plans, and the card index system elaborated and cross indexed so as to greatly reduce the delay in getting at the records for any information desired.

All of the contract plans, which number about 1,000, have been gone over and permanently numbered and protected.

With the printing press, 323 titles have been placed on various plans, together with 3,230 signature stamps.

STATEMENT SHOWING AMOUNTS EARNED BY AND PAYMENTS MADE TO CONTRACTORS ON CONSTRUCTION AND REPAIR WORK DURING 1910.

1910.	Division 1.	Division 2.	Division 3.	Division 4.	Division 5.	Division 6.	Totals.
January	....	....	$440 06	....	$12,033 92	$1,367 82	$13,841 80
February	....	....	....	....	1,222 20	....	1,222 20
March	$3,972 87	....	....	....	....	....	3,972 87
April	32,040 48	$17,963 03	12,788 30	$14,202 70	9,350 30	3,129 61	89,474 42
May	91,257 71	81,754 28	56,926 13	76,780 22	67,527 00	23,388 23	397,633 57
June	114,438 65	133,993 08	81,469 24	110,182 72	115,048 36	53,908 70	609,040 75
July	119,424 70	186,812 06	90,730 44	118,907 10	170,454 60	64,647 89	755,570 79
August	141,334 54	249,975 94	103,327 67	165,227 22	259,126 45	95,404 32	1,014,396 14
September	167,383 78	258,118 70	130,760 24	170,093 72	221,339 48	109,974 43	1,057,670 35
October	208,990 62	220,478 11	134,134 34	180,381 71	220,642 53	126,695 74	1,091,323 05
November	72,402 91	67,782 79	35,185 20	40,861 79	83,414 77	40,628 63	340,276 09
December*	110,319 57	135,084 79	131,250 42	75,698 41	128,801 62	55,762 30	636,917 11
Totals	$1,061,565 83	$1,351,962 78	$777,012 04	$952,335 63	$1,288,961 23	$574,907 67	$6,006,745 18

* December amounts represent final accounts on work performed during year.

APPENDIX Q.

Statement Showing Details of all Roads which have been Completed or are now under Contract, from January 1, 1898 to January 1, 1911.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911.

EXPLANATORY NOTES.—"Same" means that the filler was screened from the crushed stone forming the course. Bl means bluestone, which is a tough sandstone. Li means limestone; gran, means granite or granitic; quart, quartzite; san, sandstone; fld, fieldstone; gr, gravel; lo, local; qua, quarried; ro, rock; br, broken; st, stone; sam, same; sh, shale; av, average; gr, grouted; mix, mixed. Bit mat, Bituminous material.

NOTE "Total Cost Completed" includes Engineering and Inspection charges.

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
1	Troy and Schenectady	Schen't'y	9, 7, '98	2.00	16	22	5,500	Limestone	4	Trap-rock	2	Limestone	Limestone	100	$16,517 51	$8,259
2	White's Corners-Hamburg	Erie	10, 4, '98	6.540	12	22	4,500	Limestone	4	Limestone	2	Limestone	Limestone	100	30,928 60	4,729
2A	White's Corners	Erie	8, 9, '00	6.540	20, 13	22			4	Trap-rock	2	Limestone	Limestone	100	24,294 57	3,715
3	Deerfield	Oneida	10, 4, '98	2.25	12	18	5,000	Limestone	4	Trap-rock	2	Limestone	Limestone	100	16,338 24	7,261
4	New Lebanon-Pittsfield	Columbia	10, 25, '98	1.23	16	21	13,000	Gravel	4	Gravel	2	None	None	100	9,992 87	8,124
5	East Avenue	Monroe	3, 6, '99	2.45	12	22	8,160	Limestone	4	Trap-rock	2	Limestone	Limestone	100	13,898 70	5,673
6	Little Ridge, Sec. 1	Monroe	8, 16, '99	6.53	16	26	2,150	Lo fld san	4	Trap-rock	2	T'k's C'v li	T'k's C'v li	100	40,013 89	6,128
7	Delaware Turnpike, Sec. 1	Albany	5, 12, '00	1.04	15	22	16,827	Limestone	4	Trap-rock	2	Limestone	Limestone	100	23,672 80	
7A	Delaware Turnpike, Sec. 1	Albany	3, 27, '03	1.04	15	22				Limestone		Same	Same	100	7,881 53	7,578
7B	Delaware Turnpike, Sec. 1	Albany	4, 7, '03	1.04	15	22				Limestone		Same	Same			
8	Cortland Street	On'dags	7, 6, '99 9, 21, '99	1.20	15	22	2,500	Li 6"	4	Trap-rock	2	Limestone	Limestone	100	12,889 56	10,741
9	James Street	On'daga	9, 21, '99 7, 1, '99	0.58	15	22	3,300	Li 6"	4	Trap-rock	2	Limestone	Limestone	100	7,729 93	13,327
10	Troy and Brunswick, Sec. 1	Rensselaer	7, 21, '99	1.00	15	22, 25	4,300	Limestone	4	Trap-rock	2	Limestone	Limestone	100	7,437 26	7,437
11	Troy and Greenbush, Sec. 1	Rensselaer	7, 21, '99	1.03	15	22	8,738	Limestone	4	Trap-rock	2	Cl't'n Pt. li	Cl't'n Pt. li	100	10,642 75	10,333
12																
13	Southport, Sec. 1	Chemung	5, 16, '00	2.60	16	20	3,170	Lo qua san	4	Trap-rock	2	Le Roy li	Le Roy li	100	20,903 04	8,040
14	Frankfort and Utica	Herkimer	5, 8, '00	1.11	15	22	5,712	Gneiss	4	Gneiss	2	Limestone	Limestone	100	7,942 06	7,155
15	Hudson Avenue, Sec. 1	Monroe	5, 8, '00	0.637	16	22	7,100	Limestone	4	Trap-rock	2	T'k's C'v li	T'k's C'v li	100	7,242 67	11,370
16	Ulster and Delaware, Sec. 1	Ulster	5, 14, '00	5.66	12	16	2,915	Lo bl"	4	Local "b"	2	Same	Same	100	30,040 00	5,307
17	Hastings-Ardsley	Westchest	5, 12, '00	0.60	16	22	4,750	Lo gran ro	4	Trap-rock	2	T'k's C'v li	T'k's C'v li	100	6,192 33	10,321
18	Ardsley-Elmsford	Westchest	5, 12, '00	3.06	16	22	3,791	Lo gran ro	4	Trap-rock	2	T'k's C'v li	T'k's C'v li	100	27,392 18	8,952
19	Mamaroneck-White Plains	Westchest	7, 23, '00	2.80	16	22	5,786	Lo gran ro	4	Trap-rock	2	Limestone	Limestone	100	28,014 56	10,005
20	White Plains-Armonk	Westchest	5, 12, '00	3.77	14	20	4,509	Lo gran ro	4	Trap-rock	2	Limestone	Limestone	100	31,520 00	8,361
21	Sauquoit Creek	Oneida	7, 6, '00	1.33	15	22	2,077	Limestone	4	Trap-rock	2	Limestone	Limestone	100	10,487 32	7,885

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	Thickness.	TOP. Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	Per mile.
					Feet.	Feet.										
22	Loudon (N. from Albany)......	Albany....	6, 25, '00	3.41	16	22	2,933	Limestone...	4	Trap-rock...	2	Cl't'n Pt. li..	Cl't'n Pt. li..	100	$35,507 96	$10,413
23	River (N. from Buffalo)........	Erie......	7, 26, '00	1.458	20	26	5,750	Limestone...	4	Trap-rock...	2	Flint & li....	Flint & li....	100	17,356 04	11,904
24	....	....	....	....	....	....	....	....	....	....	....	....	....	...	....	....
25	Troy and Brunswick, Sec. 2....	Rensselaer.	7, 16, '01	3.05	15	22, 25	2,459	Lo quart.....	4	Lo quart.....	2	Sandy lo'm and same...	Sandy lo'm and same	100	28,820 00	9,449
26	Troy and Greenbush, Sec. 2....	Rensselaer.	6, 29, '01	2.59	16	22	5,405	Limestone...	4	Trap-rock...	2	Sam & Cpli..	Sam & Cpli..	100	22,658 49	8,748
27	Orchard Park, Sec. 1...........	Erie......	9, 27, '00	1.155	16	20	3,430	Limestone...	4	Trap-rock...	2	Limestone...	Limestone...	100	14,619 30	12,657
28	Southport, Sec. 2..............	Chemung..	7, 17, '01	3.408	16	20	5,780	Lo qua san..	4	Trap-rock...	2	Le Roy li....	Le Roy li....	100	36,482 25	10,704
29	Southport, Sec. 3..............	Chemung..	7, 17, '01	1.06	16	20	1,670	Lo qua san..	4	Trap-rock...	2	Le Roy li....	Le Roy li....	100	11,987 82	11,309
30	South Broadway.............	Chemung..	7, 17, '01	1.021	16	20	1,600	Lo qua san..	4	Trap-rock...	2	Le Roy li....	Le Roy li....	100	10,799 39	10,577
31	Ulster and Delaware, Sec. 3....	Ulster.....	6, 10, '01	5.72	12, 16	16, 22	3,234	Lo "bl".....	4	Lo "bl".....	2	Same........	Same........	100	41,728 00	7,295
32	Amsterdam-Minaville..........	Montg'm'y	6, 5, '01	2.65	12	22	5,660	Fieldstone...	4	N ½, li.... S ½, fld...	2	Limestone... Limestone...	Limestone. Limestone.	100	17,510 00	6,608
33	Gloversville-Mayfield.........	Fulton....	6, 5, '01	4.04	16	22	4,827	Lo gran ro...	4	Lo gran ro...	2	½ sam, ½ li...	½ sam, ½ li...	100	30,952 00	14,330
34	Ardsley-Elmsford, Sec. 2......	Westchest.	5, 31, '01	2.16	16	22	6,667	Lo gran ro...	4	Trap-rock...	2	Limestone...	Limestone...	100	20,954 20	9,701
35	White Plains-Armonk, Sec. 2...	Westchest.	7, 22, '01	3.21	14	20	3,302	Lo gran ro...	4	Lo gran ro...	2	Same & li...	Same & li...	100	26,000 00	8,100
36	Griffin's Corners.............	Delaware..	6, 18, '01	1.57	12	16	5,238	Lo "bl".....	3	Lo "bl".....	3	Same........	Same........	100	13,116 55	8,354
37	Saugerties-Woodstock, Sec. 1..	Ulster.....	6, 10, '01	4.00	12	16 18 20 22	3,125	Lo "bl".....	4	Lo "bl".....	2	Same........	Same........	100	22,881 18	5,720
38	Saugerties-Woodstock, Sec. 2..	Ulster.....	5, 6, '02	4.90	12	16-24	3,367	Lo "bl".....	3	Lo "bl".....	3	Same........	Same........	100	35,520 00	7,249
39	Waterf'd-Mechanicville, Sec. 1.	Saratoga...	7, 27, '01	1.51	16	22	2,119	Limestone...	4	Trap-rock...	2	Limestone...	Limestone...	100	12,370 00	8,192
40	Cuyler (at Truxton)..........	Cortland..	7, 16, '01	0.47	16	26	2,340	Limestone...	4	Limestone...	2	Same........	Same........	100	3,420 00	7,277
41	Delaware Turnpike, Sec. 2.....	Albany....	6, 5, '01	2.74	15	22	5,109	Limestone...	4	Limestone...	2	Same........	Same........	100	22,497 20	8,211
42	Newburgh-Woodbury..........	Orange....	6, 18, '01	11.00	....	16, 22	Emb. 3,455	Gravel......	4	Gravel......	2	None.......	None.......	100	22,330 00	2,030
43	Cochecton Turnpike..........	Orange....	6, 18, '01	7.55	....	22	4,848	Local shale..	4	Local shale..	2	None.......	None.......	100	22,928 00	3,037
44	Goshen-Florida..............	Orange....	6, 18, '01	4.22	....	22	Emb. 4,502	Gravel......	4	Gravel......	2	None.......	None.......	100	9,690 00	2,296

45	Middletown-Pine Bush	Orange	6, 18, '01	9.25		16	2,811	Gravel	4	Gravel	2	None	None	100	13,770 00	1,489
46	Turners-Monroe	Orange	6, 18, '01	1.59		22	3,333	Gravel	4	Gravel	2	None	None	100	8,315 02	5,230
47	Chenango River	Broome	8, 12, '01	1.75	16	22	4,160	Fieldstone	4	Limestone	2	Same	Same	100	15,980 00	9,131
48	West Lake Road	On'daga	11, 29, '01	1.00	16	24	5,000	Fieldstone	4	Limestone	2	Same	Same	100	9,100 00	9,100
49	Fabius-Apulia, Sec. 1	On'daga	5' 17, '02	2.00	16	22	2,309	Fld and li	4	Limestone	2	Same	Same	100	18,600 00	9,300
50	Armonk-Mt. Kisco	Westchest.	7, 22, '01	4.44	12	20	5,315	Lo gran ro	4	Lo gran ro	2	Same & li	Same & li	100	38,103 08	8,582
51	Mt. Kisco-Bedford	Westchest.	7, 24, '01	5.04	12	20	5,615	Lo gran ro	4	Lo gran ro	2	Same	Same	100	44,084 00	8,746
52	Unionville-McKeels Corners	Westchest.	5, 31, '01	3.69	12	20	5,095	Lo gran ro	4	Lo gran ro	2	Same	Same	100	31,411 00	8,512
53	McKeels Corners-Briar Cliff	Westchest.	5, 31, '01	1.76	12	20	5,284	Lo gran ro	4	Lo gran ro	2	Same	Same	100	13,967 96	7,936
54	Briar Cliff-Echo Lake	Westchest.	7, 17, '01	2.65	12	20	6,792	Lo gran ro	4	Lo gran ro	2	Li & same	Li & same	100	22,540 00	8,505
55	Hoag's Corners	Rensselaer.	7, 16, '01	3.15		16	5,238	Earth	4	Earth & gr	2	None	None	100	10,684 00	3,392
56	Plattsburg-Keeseville, Sec. 1	Clinton	6, 7, '01	2.82	16	22	3,121	Limestone	4	Limestone	2	Same	Same	100	18,910 00	6,706
57	Windsor, Sec. 1	Clinton	6, 7, '01	1.00	16	22	2,800	Limestone	4	Limestone	2	Same	Same	100	7,780 00	7,780
58	Glens Falls-Saratoga	Saratoga	6, 4, '01	6.06	12	16, 22	3,845	Lo gran ro	4	Lo gran ro	2	Same & sand.	Same & sand.	100	34,610 00	5,711
59	Waterford-Mechanicville, Sec. 2	Saratoga	7, 27, '01	5.03	16	22, 28	2,425	Limestone	4	Trap-rock	2	Limestone	Limestone	100	40,532 00	8,058
60	Fairport	Monroe	7, 15, '01	3.039	16	20, 22	6,580	Limestone	4	Trap-rock	2	Limestone	Limestone	100	35,376 84	11,640
61	Pittsford	Monroe	7, 15, '01	1.304	16	22	5,840	Limestone	4	Trap-rock	2	Limestone	Limestone	100	14,852 47	11,389
62	West Henrietta	Monroe	6, 28, '02	6.237	16	22	3,447	Limestone	4	Limestone	2	Same	Same	100	55,000 00	8,818
63	Scottsville, Sec. 1	Monroe	7, 2, '02	2.254	16	22	2,040	Limestone	4	Limestone	2	Same	Same	100	19,700 00	8,740
64	Walden Scott's Corners	Orange	6' 20, '02	1.840		16	2,554	Gravel	3	Gravel	3	None	None	100	4,868 00	2,646
65	Montgomery-Goshen	Orange	6, 20, '02	7.950		22	4,302	Gr & br st	3	Gr & br st	3	Same	Same	100	35,712 20	4,492
66	Orchard Park, Sec. 2	Erie	6, 11, '02	0.952	16	20	5,013	Limestone	4	Limestone	2	Same	Same	100	11,600 00	12,185
67	Orchard Park, Sec. 3	Erie	6, 11, '02	3.410	16	20	4,200	Limestone	4	Limestone	2	Same	Same	100	34,900 00	10,234
68	Orchard Park, Sec. 4	Erie	6, 11, '02	1.170	16	20	3,513	Limestone	4	Limestone	2	Same	Same	100	12,728 00	10,879
69	Main Street, Sec. 1	Erie	5, 9, '02	3.415	16	22	1,252	Limestone	4	Limestone	2	Same	Same	100	28,000 00	8,167
70																
71	Utica-Paris	Oneida	5, 6, '02	5.200	16	24	4,231	Limestone	4	Trap-rock	2	Limestone	Limestone	100	47,200 00	9,077
72	Catskill Turnpike, Sec. 1	Tompkins	6, 9, '03	1.869	16	28	3,210	Fieldstone	4	Limestone	2	Same	Same	100	18,000 00	9,631
73	Quaker Street, Sec. 1	Schen't'y	5, 17, '02	1.180	12-16	18-22	13,982	Limestone	4	Limestone	2	Same	Same	100	15,993 00	13,553
74	Marcellus	On'daga	6, 18, '02	1.000	12	18-22	6,918	Limestone	4	Limestone	2	Same	Same	100	11,047 64	11,048
75	Fabius-Apulia, Sec. 2	On'daga	5, 17, '02	0.864	16	22	3,939	Limestone	4	Limestone	2	Same	Same	100	9,150 00	10,590
76	La Fayette	On'daga	5, 17, '02	1.000	16	24	3,855	Fieldstone	4	Limestone	2	Same	Same	100	7,982 35	7,982
77	Albia-Wyantskill	Rensselaer.	5, 6, '02	1.500	16	22	2,330	Local fld	4	Local fld	2	Same	Same	100	12,180 00	8,120
78	Clifton, Sec. 1	Monroe	7, 2, '02	3.623	16	22	2,445	Limestone	4	Limestone	2	Same	Same	100	30,996 20	8,555
79	Scottsville, Sec. 2	Monroe	6, 28, '02	7.588	16	22	2,096	Limestone	4	Limestone	2	Same	Same	100	61,593 00	8,117
80	Hamlin, Sec. 1	Monroe	5, 20, '02	4.637	16	22	1,470	San b'ld'rs	4	Gran b'ld'rs.	2	Same	Same	100	39,000 00	8,410
81	Hamlin, Sec. 2	Monroe	5, 20, '02	4.057	16	22	1,470	San b'ld'rs	4	Gran b'ld'rs.	2	Same	Same	100	33,500 00	8,257
82	Buffalo, Sec. 1	Monroe	5, 20, '02	0.364	16	25	1,780	Limestone	4	Limestone	2	Same	Same	100	3,280 00	9,011
83	Buffalo, Sec. 2	Monroe	5, 20, '02	5.089	16	22	1,607	Limestone	4	Limestone	2	Same	Same	100	41,617 35	8,178
84	Troy and Brunswick, Sec. 3	Rensselaer.	5, 12, '02	2.460	15	22	2,235	Local quart.	4	Local quart.	2	Same & sand.	Same & sand.	100	22,259 16	9,048
85	Ft. Edward-Sandy Hill	Washingt'n	5, 12, '02	0.920	18	22	1,521	Local li	4	Local li	2	Same	Same	100	10,265 19	11,158
86	Big Tree	Erie	6, 11, '02	4.004	16	22	4,461	Lo b'ld'rs	4	Gran b'ld'rs.	2	Limestone	Limestone	100	42,500 00	10,614
87	Main Street, Sec. 2	Erie	5, 9, '02	1.926	16	22	986	Limestone	4	Limestone	2	Same	Same	100	17,000 00	8,826
88	Transit, Sec. 1	Erie	5, 9, '02	4.283	16	22	1,909	Limestone	4	Limestone	2	Same	Same	100	39,205 80	9,154
89	Transit, Sec. 2	Erie	5, 9, '02	4.063	16	22	2,230	Limestone	4	Limestone	2	Same	Same	100	41,422 00	10,121
90	Grassy Point	Rockland	5, 12, '02	2.830	16	22	3,180	Local li	4	Trap-rock	2	Limestone	Limestone	100	23,692 00	8,372
91	Nyack Turnpike	Rockland	5, 20, '02	3.900	16	22	2,179	Lo gran ro	4	Lo gran ro	2	Same	Same	100	29,830 06	7,649

Note.—Numbers 24 and 12 were cancelled.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAYS.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
92	Delmar–Slingerlands	Albany	5, 12, '02	1.740	16	22	3,793	Limestone	4	Limestone	2	Limestone	Limestone	100	$17,630 00	$10,132
93	Florida–Warwick	Orange	6, 20, '02	4.670	....	22	5,139	Gr, sh, br, st.	4	Gr, sh, br, st.	2	Same	Same	100	27,885 00	5,873
94	Monroe Avenue	Monroe	6, 9, '02	4.226	14–16	22, 24	1,850	Limestone	4	Limestone	2	Same	Same	100	35,400 00	8,376
95	Middletown–Goshen	Orange	6, 20, '02	5.860	....	22	5,358	Gr, br, st	3	Gr, br, st	3	Same	Same	100	34,230 50	5,842
96	Amsterdam–Minaville, Sec. 2	Montg'm'y	5' 17, '02	0.644	12–14	22	8,540	Local fld	4	Local fld	2	Same	Same	100	6,430 00	9,984
97	Shunpike Road	Washingt'n	5, 12, '02	3.610	12	22	4,155	Local quart	4	Local quart	2	Sand & same.	Sand & same.	100	26,735 60	7,406
98	Webster, Sec. 1	Monroe	5, 20, '02	1.576	14–16	20, 22	4,700	Limestone	4	Limestone	2	Same	Same	100	19,600 00	12,437
99	Webster, Sec. 2	Monroe	6, 3, '02	2.960	14–16	20 21 22	2,000	Limestone	4	Limestone	2 &3	Same	Same	100	32,800 00	11,081
100	Webster, Sec. 3	Monroe	7, 1, '02	3.398	16	22	1,324	San b'ld'rs	4	Gran b'ld'rs.	2	Same	Same	100	29,166 00	8,583
101	Webeter, Sec. 4	Monroe	7, 1, '02	2.879	16	22	2,018	San b'ld'rs	4	Gran b'ld'rs.	2	Same	Same	100	23,374 70	8,119
102	Barracks	Rensselaer.	5, 26 '02	2.050	8–12	16–22	6,390	Trap-rock	4	Trap-rock	2	Same	Same	100	24,015 00	11,714
103	Granville–Middle Granville	Washingt'n	5, 7, '02	1.310	16	22	2,061	Local quart	4	Local quart	2	Sand & same.	Sand & same.	100	10,143 00	7,742
104	Granville and Troy Stage	Washingt'n	5, 12, '02	1.250	16	22	3,088	Limestone	4	Limestone	2	Same	Same	100	10,850 00	8,680
105	Quaker Street, Sec. 2	Schen't'y	5, 17, '02	0.349	14–16	18–22	2,636	Limestone	4	Limestone	2	Same	Same	100	2,460 00	7,048
106	Quaker Street, Sec. 3	Schen't'y	5, 17, '02	0.132	14–16	18–22	1,742	Limestone	4	Limestone	2	Same	Same	100	1,255 00	9,280
107	Fultonville–Glen	Montg'm'y	5, 12, '02	3.660	14–16	17–20–22	6,421	Li & lo fld	4	Li & lo fld	2	Same	Same	100	36,545 00	9,985
108	West Mohawk River	Montg'm'y	5, 12, '02	3.250	14–16	20–22	3,938	Limestone	4	Trap-rock	2	Limestone	Limestone	100	30,788 00	9,473
109	Argersinger	Fulton	5, 20, '02	2.300	14	20	2,478	Local fld	4	Local fld	2	Same	Same	100	17,681 54	7,688
110	Briggs	Fulton	5, 20, '02	2.250	14	20	2,578	Local fld	4	Local fld	2	Same	Same	100	17,316 50	7,696
111	Blodgetts Mills	Cortland	5, 23, '02	0.750	12	20	4,400	Lo qua san	4	Trap-rock	2	Limestone	Limestone	100	6,100 00	8,133
112	Norwich–Plymouth	Chenango	5, 20, '02	4.842	12	20	3,926	Lo qua san	4	Trap-rock	2	Limestone	Limestone	100	40,900 00	8,447
113	Cochecton, Sec. 1	Orange	6, 20, '02	2.290	....	22	7,511	Local li.	3	Local li.	3	Same	Same	100	23,693 14	10,346
114	Middlet'n–Pine Bush, Sec. 2	Orange	6, 20, '02	1.210	....	16	3,140	Local shale	3	Local shale	3	None	None	100	4,106 80	3,311
115	Central Valley–Turner, Sec. 1	Orange	6, 20, '02	2.620	....	20	6,870	Gravel	3	Gravel	3	None	None	100	31,117 00	11,877
116A	Kingston–Rifton	Ulster	5, 19, '02	4.180	14	18–20	3,792	Lo san, trap	4	Lo san, trap	2	Limestone	Limestone	100	40,059 59	9,583
116B	Kingston–Rifton	Ulster	5, 19, '02	0.890	14	18–20	2,247	Trap-rock	4	Trap-rock	2	Limestone	Limestone	100	7,863 00	8,834
117	Ulster–Delaware, Sec. 2	Ulster	5, 15, '02	5.090	12–14	20–22	4,420	Lo "bl"	4	Lo "bl"	2	Same	Same	100	55,100 00	10,325
118	Shandaken–Hurley, Sec. 1	Ulster	5, 20, '02	4.000	14	20	2,300	Lo "bl"	4	Lo "bl"	2	Same	Same	100	34,757 00	8,689

119	Loudon, Sec. 2	Albany	7, 25, '02	3.920	16	22	2,321	Lo san	4	Lo san	2	Same	Same	100	37,500 00	9,566
120	Canajoharie–Sharon Springs	Montg'm'y	5, 22, '02	4.140	14	20	2,777	Lo fld	4	Lo fld	2	Same	Same	100	36,546 70	8,828
121	Fabius–Apulia, Sec. 3	On'daga	5, 17, '02	1.160	16	22	2,099	Limestone	4	Limestone	2	Same	Same	100	9,950 00	8,577
122	East Lake	On'daga	6, 18, '02	1.000	16	24	2,881	Limestone	4	Limestone	2	Same	Same	100	9,500 00	9,500
123	Preble–Homer	Cortland	5, 29, '02	1.230	12	20	2,407	Fieldstone	4	Li, quart	2	Same	Same	100	8,692 17	7,067
124	North	Albany	5, 12, '02	1.840	14	20	3,206	Li & lo fld	4	Limestone	2	Same	Same	100	14,412 06	7,832
125	Lestershire	Broome	7, 2, '02	2.955	16	22	2,902	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	28,800 00	9,746
126	Town Line Extension	Broome	7, 28, '03	1.970	12, 16	24, 26	Emb. 1,751	Fieldstone	4	Trap-rock	2	Trap-rock	Trap-rock	100	19,260 80	9,777
127	Park Bridge	Broome	7, 28, '03	2.076	16	26	2,317	Fieldstone	4	Trap-rock	2	Trap-rock	Trap-rock	100	24,532 71	11,817
128	Aurora–Buffalo, Sec. 1	Erie	7, 6, '03	5.573	16	22	2,055	Limestone	4	Li & granite	2	Limestone	Limestone	100	53,567 13	9,612
129	River, Secs. 2–3	Erie	6, 22, '03	3.015	16	22	1,459	Limestone	4	Trap-rock	2	Limestone	Limestone	100	26,013 00	8,627
130	Main Street, Sec. 3	Erie	7, 10, '03	5.625	16	22	1,195	Limestone	4	Limestone	2	Same	Same	100	38,181 08	6,788
131	Main Street, Sec. 4	Erie	7, 10, '03	6.581	16	22	1,302	Limestone	4	Limestone	2	Same	Same	100	50,739 61	7,710
132	Genesee Turnpike	On'daga	7, 30, '03	1.130	16	26	Emb. 1,403	Limestone	4	Trap-rock	2	Limestone	Limestone	100	9,600 00	8,495
133	Little Falls–Dolgeville	Herkimer	6, 10, '03	2.290	14	20	2,620	Lo gneiss	4	Lo gneiss	2	Same & li	Same & li	100	19,504 65	8,517
134	Fenton	Broome	7, 29, '03	2.170	12, 16	24, 26	Emb. 1,876	Fieldstone	4	Trap-rock	2	Trap-rock	Trap-rock	100	21,716 20	10,007
135	Violet Avenue	Dutchess	6, 19, '03	3.290	14	20	3,131	Local fld	4	Trap-rock	2	C'l'n Pt. li	C'l'n Pt. li	100	31,801 91	9,666
136	Windsor, Sec. 2	Clinton	6, 23, '03	1.750	16	23	Emb. 1,886	Local li	4	Local li	2	Same	Same	100	14,013 00	8,008
137	Plattsburgh–Keeseville, Sec. 2	Clinton	6, 16, '03	4.520	16	22	Emb. 2,434	Local san	4	Local san	2	Same	Same	100	36,010 36	7,967
138	Plattsburg–Mooers, Sec. 1	Clinton	6, 16, '03	7.570	14–16	20–22	3,157	Local san	4	Lo san & li	2	Same	Same	100	64,786 89	8,558
138A	Plattsburg–Mooers, Sec. 1	Clinton	1, 3, '05	7.570	14–16	20–22				Limestone	2	Same	Same	100	8,150 18	1,076
139	Hamilton Bridge	Oneida	6, 24, '03	1.290	12, 16	24, 26	2,884	Fieldstone	4	Limestone	2	Same	Same	100	10,499 39	8,139
140	Seneca Turnpike	Oneida	10, 9, '03	2.280	12, 16	24, 26	2,135	Limestone		Limestone	2	Sand & same	Sand & same	100	15,600 00	6,845
141	Kingston–Ellenville, Sec. 3	Ulster	6, 16, '03	6.820	12–14	20	Emb. 4,780	Lo. "bl" & li	4	Lo. "bl" & li	4	Same	Same	100	63,876 96	9,358
142	Saugerties–Woodstock, Sec. 3	Ulster	6, 16, '03	2.850	14	22	5,263	Local "bl"	4	Trap-rock	2	Bluestone	Bluestone	100	39,317 12	13,795
143	Echo Lake–Pines Bridge	Westchest	6, 15, '03	3.140	12	20	6,051	Lo gran ro	4	Lo gran ro	2	Same	Same	100	30,430 00	9,691
144	Bedford–Cross River	Westchest	6, 19, '03	5.300	12–14	20	5,094	Lo gran ro	4	Lo gran ro	2	Same	Same	100	47,333 07	8,931
145	Delaware River	Delaware	7, 28, '03	1.000	16	22–26	6,545	Gravel	4	Gravel	2	None	None	100	6,240 00	6,240
146	Geneva–Canandaigua, Sec. 1	Ontario	6, 15, '03	5.624	14	22	1,547	Le Roy li	4	Le Roy li	2	Same	Same	100	40,625 79	7,229
147	Burr's Mills	Jefferson	8, 7, '03	3.920	12, 14	14, 24	3,724	Limestone	4	Limestone	2	Same	Same	100	26,700 00	6,811
148	Pines Bridge–Yorkt'n Heights	Westchest	6, 16, '03	3.490	12	20	5,014	Lo gran ro	4	Lo gran ro	2	Same	Same	100	33,543 41	9,611
148A	Pine Bridge–Yorkt'n Heights	Westchest	10, 5, '05	3.490										100	635 00	182
149	Yorkt'n Heights–Putnam Co	Westchest	6, 16, '03	6.620	12	20	3,353	Local fld	4	Local fld	2	Same	Same	100	51,232 71	7,739
150	Cross River–Turk Hill	Westchest	6, 19, '03	3.270	12–14	20	6,575	Lo gran ro	4	Lo gran ro	2	Same	Same	100	31,717 17	9,700
151	Turk Hill–Putnam Co. Line	Westchest	6, 19, '03	5.990	12	20	6,102	Lo gran ro	4	Lo gran ro	2	Same	Same	100	62,104 62	10,368
152	Fonda "East"	Montg'm'y	6, 20, '03	2.500	16	22	2,560	Local fld	4	Local fld	2	Same	Same	100	19,333 00	7,733
152A	Fonda "East"	Montg'm'y	11, 7, '06	2.500										100	3,267 00	1,307
153	Newburgh–Campbell Hall	Orange	6, 24, '03	13.380	12	20	4,484	Local fld	4	Local fld	2	Same	Same	100	86,816 67	6,488
154	Chester–Vails Gate	Orange	6, 24, '03	11.490	12	20	4,917	Gravel	4	Gravel	2	None	None	100	51,837 20	4,511
154A	Chester–Vails Gate	Orange	7, 20, '06	11.490	12			Local fld	4	Local fld	2	Same	Same	100	26,463 80	2,303
154B	Craigville Undergrade Crossing	Orange	1, 20, '08											100	16,192 00	

Note.—Number 70 cancelled.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
155	Fonda " West "	Montg'm'y	6, 20, '03	2.500	16	22	4,800	Local fld	4	Local fld	2	Same	Same	100	$24.016 77	$9,606
156	Chester-Goshen	Orange	7, 12, '04	3.10		22	Emb. 10,007	Gravel	4	Gravel	2	None	None	100	25,595 37	8,256
156A	Chester-Goshen	Orange	9, 1, '06	3.10										100	628 25	203
157	Woodbury-Central Valley,	Orange	7, 20, '06	3.48	18	22	Emb. 4,741	Gravel	4	Gravel	2	None	None	100	20,237 07	5,815
158	Northampton	Montg'y	9, 1, '06	0.70	14	22	2,416	Local fld	3	Local fld	3	Same	Same	100	7,565 00	10,807
159	Middletown-Slate Hill	Orange	6, 15, '04	3.49		22	5,731	Gravel	4	Gravel	2	None	None	100	15,845 90	4,569
160	Slate Hill-Unionville	Orange	6, 18, '04	8.38	12	22	5,609	Gravel	3	Gravel	3	None	None	100	50,879 44	6,072
161	Newburgh-Shawangunk	Orange	6, 18, '04	8.61	12	20	3,310	Local stone	3	Lo & sh	3	Same	Same	100	69,206 64	8.038
162	Oneonta	Otsego	6, 9, '04	1.39	14	20	2,968	Local stone	4	Local stone	2	Limestone	Limestone	100	11,860 57	8,533
163	Broadway-Fort Hunter	Schen't'y	6, 17, '04	1.71	16	22	2,193	Limestone	4	Limestone	2	Same	Same	100	14,907 00	8,717
164	Downesville	Delaware		4.20		16	6,000									
165	Little Ridge, Sec. 2	Monroe	6, 14, '04	2.062	16	22	1,625	Sandstone	4	Granite	2	Granite & san	Granite & san	100	14,972 38	7,261
166	Penfield, Sec. 1	Monroe	6, 7, '04	3.635	14-16	20-22	3,411	Limestone	4	Limestone	2	Same	Same	100	29,337 63	8,071
166A	Penfield, Sec. 1	Monroe		3.635										100	162 38	45
167	Penfield, Sec. 2	Monroe	6, 17, '04	5.313	12-14-16	18-20-22	2,070	Local fld	4	Granite	2	Gran & fld	Gran & fld	100	32,200 00	6,061
167A	Penfield, Sec. 2	Monroe		5.313										100	870 45	164
168	Dugway, Sec. 1	Monroe	6, 17, '04	3.300	14-15-16	20-21-22	Emb. 8,258	Local fld	4	Local li	3 &2	Same	Same	100	34,800 00	10,545
169	Dugway, Sec. 2	Monroe	6, 18, '04	4.019	12	18	1,592	Local li	4	Local li	2	Same	Same	100	21,012 75	5,228
170	Dugway, Sec. 3	Monroe	6, 17, '04	2.88	12	18	1,774	Local li	4	Local li	2	Same	Same	100	15,374 36	5,338
171	Lake, Sec. 1	Monroe	6, 14, '04	2.00	16	22	1,915	Local li	4	Local li	2	Same	Same	100	14,398 92	7,199
172	Portland Avenue, Sec. 1	Monroe	10, 15, '04	0.703	16	22	Emb. 2,297	Local li	4	Local li	2	Same	Same	100	7,391 20	10,513
173	Hudson Avenue, Sec. 3	Monroe	10, 15, '04	0.995	16	22	1,420	Limestone	4	Limestone	2	Same	Same	100	9,069 86	9,115
174	Endicott	Broome	6, 16, '04	2.17	16	22-27	3,180	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	22,500 00	10,368
175	Chenango Tow-path	Broome	6, 16, '04	1.836	12	16	Emb. 1,514	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	13,492 10	7,348
176	Albany-Schenectady,	Albany	7, 26, '04	2.31	16	32	2,165	Limestone	4	Limestone	2	Same	Same	100	21,447 00	9,284

177	Schoharie, Secs. 1-2	Albany	6, 9, '04	5.00	14-16	20-22	3,240	Local fld	4	Limestone	2	Same	Same	100	42,921 55	8,544
178	Delaware Turnpike, Sec. 3	Albany	6, 8, '04	7.38	12	20	5,312	Limestone	4	Limestone	2	Same	Same	100	85,886 28	11,637
178A	Delaware Turnpike, Sec. 3	Albany	10, 16, '06	7.38										100	3,094 45	419
179	Schenectady-Albany	Schen't'y	6, 17, '04	2.35	16	32	3,830	Limestone	4	Limestone	2	Same	Same	100	28,510 67	12,132
180	East Mohawk Turnpike	Montg'y	6, 17, '04	2.82	16	22	3,794	Limestone	4	Limestone	2	Same	Same	100	26,175 03	9,282
180A	East Mohawk Turnpike	Montg'y	11, 7, '06	2.82										100	924 97	328
181	W't'n—S.H'b'r-Hend'n, Sec. 1	Jefferson	6, 16, '04	6.04	12	26	3,013	Limestone	4	Limestone	2	Same	Same	100	47,848 30	7,922
182	Redwood-Alex. Bay, Sec. 1	Jefferson	7, 14, '04	2.976	12	25	1,613	Local san	4	Lo qua gran.	2	Same	Same	100	30,645 57	10,297
183	Adams-Henderson, Sec. 1	Jefferson	6, 18, '04	3.03	12	26	{ Emb. 2,706 }	Gran b'ld'rs.	4	Gran b'ld'rs.	2	Same	Same	100	21,900 00	7,228
184	Pierrepont Manor-Ellisburg	Jefferson	6, 16, '04	2.955	12	26	2,809	Gran b'ld're.	4	Limestone	2	Same	Same	100	21,321 45	7,119
185	State	Jefferson	6, 15, '04	1.00	12	26	5,800	Gran b'ld'rs.	4	Gran b'ld'rs.	2	Same	Same	100	8,792 15	8,792
186	Depot	Jefferson	10, 19, '04	0.99	12-16	26	2,043	Limestone	4	Limestone	2	Same	Same	100	6,800 00	6,868
187	Bristol	Ontario	6, 11, '04	1.720	12-16		2,442	Le Roy li	3	Le Roy li	3	Same	Same	100	15,517 26	9,022
188	Bristol Valley, Sec. 1	Ontario	7, 14, '04	4.830	12	18	{ Emb. 2,600 }	Lo fld	3	Lo gran fld	3	Same	Same	100	39,346 56	8,146
188A	Bristol Valley, Sec. 1	Ontario		4.830										100	153 00	32
189	East Side-Lake, Sec. 2	Ontario	6, 10, '04	1.286	12	18	2,177	Le Roy li	3	Le Roy li	3	Same	Same	100	11,092 66	8,626
190	East Side-Lake, Sec. 1	Ontario	6, 10, '04	2.368	12	18	1,848	Local stone	4	Lo fld	2	Same	Same	100	18,200 00	7,685
190A	East Side-Lake, Sec. 1	Ontario		2.368										100	500 00	211
191	Honeoye-Hemlock	Ontario	6, 17, '04	4.549	12	18	3,526	Gran b'ld'rs.	3	Gran b'ld'rs.	3	Same	Same	100	38,662 82	8,499
191A	Honeoye-Hemlock	Ontario		4.549										100	1,162 82	256
192	Beaver Dam	Albany	6, 9, '04	3.54	14	20	3,616	Limestone	4	Limestone	2	Same	Same	100	35,867 04	10,031
193	River	Albany	6, 11, '04	8.13	12-14-16	26	4,055	Limestone	4	Trap-rock	2	Limestone	Limestone	100	69,055 56	8,493
193A	River Road	Albany	5, 29, '06	8.13										100	8,234 46	1,013
194	Sand Lake-Troy	Rensselaer	6, 10, '04	1.49	14-20	22	3,812	Limestone	4	Limestone	2	Same	Same	100	15,042 55	10,096
195	Wynantskill-W. Sand Lake	Rensselaer	6, 23, '04	4.01	14	22	3,092	Limestone	4	Limestone	2	Same	Same	100	38,773 72	9,669
196	East Nassau	Rensselaer	6, 23, '04	3.02		18	3,344	Gravel	3	Gravel	3	None	None	100	14,252 50	4,719
196A	East Nassau	Rensselaer	8, 18, '06	3.02										100	744 50	247
197	Brick Church-Rock Hollow	Rensselaer	6, 13, '04	3.33	14	20	3,172	Local fld	4	Local fld	2	Same	Same	100	33,440 94	10,042
198	Delaware Turnpike, Sec. 4	Albany	6, 9, '04	6.527	12	20	6,833	Limestone	4	Limestone	2	Same	Same	100	66,967 87	10,260
199	Delaware Turnpike, Sec. 5	Albany	6, 9, '04	7.871	12	20	4,828	Local stone	4	Local stone	2	Same	Same	100	61,070 47	7,758
200	Old Northern Turnpike	Rensselaer	7, 12, '04	2.75	14-20	20	2,746	Limestone	4	Limestone	2	Same	Same	100	26,244 31	9,543
201	Troy-Poestenkill	Rensselaer	6, 13, '04	3.60	14-16	22	2,014	Limestone	3	Limestone	3	Same	Same	100	30,472 24	8,465
201A	Troy-Poestenkill	Rensselaer	12, 13, '06	3.60										100	2,977 76	827
202	Boston-Albany	Rensselaer	6, 20, '04	5.42	16	30	3,000	Local shale	4	Trap-rock	2	Local shale	Local shale	100	51,264 27	9,458
202A	Boston-Albany	Rensselaer	4, 30, '06	5.42										100	600 00	110
203	Gorham-Stanley	Ontario	6, 10, '04	2.197	12-16	18-22	3,560	Le Roy li	3	Le Roy li	3	Same	Same	100	19,295 27	8,783
203A	Gorham-Stanley	Ontario	9, 19, '06	2.197												
204	Naples-Atlanta	Ontario	6, 11, '04	0.585	12	18	1,538	Le Roy li	3	Le Roy li	3	Same	Same	100	5,348 84	9,143
205	Naples-Woodville	Ontario	6, 16, '04	3.451	12	18	5,368	Le Roy li	3	Le Roy li	3	Same	Same	100	39,000 00	11,301
206	Reeds Corners	Ontario	7, 10, '06	2.669	12	18	1,922	Local gr	3	Local gr	3	Same	Same	100	20,646 70	7,736
207	Geneva-Canandaigua, Sec. 2	Ontario	7, 14, '04	6.213	14	22	2,245	Local "bl"	3	Local "bl"	3	Same	Same	100	52,432 38	8,438
208	Cortland-Homer	Cortland	12, 31, '06	0.54	16-20		3,111	Limestone	4	Trap-rock	2	Limestone	Limestone	100	8,450 00	15,561
209	Nineveh	Broome	6, 16, '04	0.934	16	24-28	1,852	Fieldstone	4	Limestone	2	Same	Same	100	7,539 68	8,072
210	Harpursville	Broome	6, 16, '04	0.85	16-20	26-28	3,647	Fieldstone	4	Limestone	2	Same	Same	100	11,281 63	13,272
211	Center Village	Broome	6, 16, '04	0.574	12-16	24	4,007	Fieldstone	4	Limestone	2	Same	Same	100	4,639 71	8,083
212	Ouaquaga	Broome	6, 16, '04	1.01	12-16	24	3,218	Fieldstone	4	Limestone	2	Same	Same	100	8,987 86	8,899
213	River Road, Windsor, Sec. 2	Broome	6, 16, '04	2.828	16	28	4,102	Fieldstone	4	Limestone	2	Same	Same	100	31,144 44	11,013

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
214	River Road, Windsor, Sec. 1	Broome	6, 16, '04	1.868	14	28	4,122	Fieldstone	4	Limestone	2	Same	Same	100	$15,911 77	$8,518
215	Dryden	Cortland	6, 13, '04	2.00	16	28	Emb. 2,250	Fieldstone	4	Limestone	2	Same	Same	100	15,412 00	7,706
216	Roxbury	Delaware	7, 14, '04	0.95	18-35	18-35	1,821	Local "bl"	4	Local "bl"	2	Same	Same	100	10,787 29	11,355
217	Grand Gorge	Delaware	7, 14, '04	1.00	14	20	2,320	Local stone	4	Local stone	2	Same	Same	100	9,569 47	9,569
218	Greene-Smithville Flats	Chenango	7, 13, '04	4.68	12	26	3,205	Local "bl"	4	Limestone	2	Local "bl"	Local "bl"	100	37,700 00	8,055
219	Richfield Spa-Cherry Valley	Otsego	8, 6, '04	0.68	14	20	3,309	Limestone	4	Limestone	2	Same	Same	100	6,488 33	7,541
220	Worcester	Otsego	7, 14, '04	0.98	16-50	22-50	1,880	Limestone	4	Limestone	2	Same	Same	100	10,752 61	10,972
221	Edmeston	Otsego	6, 14, '04	0.50	22	24	2,500	Crushed gr.	4	Limestone	2	Same	Same	100	7,221 15	14,442
222	Hughsonville	Dutchess	6, 13, '04	3.467	14-20	20	3,547	Fieldstone	4	Fieldstone	2	Same	Same	100	31,979 04	9,224
223	South	Dutchess	7, 20, '04	3.904	16	22	2,869	Limestone	6	Trap-rock	2	Limestone	Limestone	100	44,301 79	11,347
224	Oxford-McDonough	Chenango	7, 9, '04	5.82	10	22	Emb. 2,577	Fieldstone	4	Local "bl"	2	Same	Same	100	37,548 06	6,451
225	Guilford	Chenango	7, 13, '04	5.75	12-16	26-28	1,922	Fieldstone	4	Limestone	2	Fieldstone	Fieldstone	100	47,588 71	8,276
226	Kinneys Corners	Yates														
227	Brunswick Turnpike	Rensselaer	7, 9, '06	3.10	14	24-28	2,095	Local stone	4	Trap-rock	3	Local stone	Local stone	100	28,050 70	9,048
228	Saugerties-Kingston	Ulster	6, 29, '06	5.66	14, 16	24, 26, 28	2,814	Local stone	3	Local stone	3	Same	Same	100	53,661 18	9,481
228A	Saugerties-Kingston	Ulster	12, 7, '06	5.66										100	3,800 00	671
229	Kingston-High Falls	Ulster	10, 1, '06	6.93	14			Local stone	3	Local stone	3	Same	Same	100	74,080 00	10,690
230	Kingston-Ellenville, Sec. 1	Ulster	7, 11, '06	8.27	16	24, 26, 28	3,064	Local stone	3	Local stone	3	Same	Same	100	81,434 09	9,847
231	Post, Sec. 1	Ulster	7, 7, '06	7.08	14	26	3,639	Local stone	3	Local stone	3	Same	Same	100	60,560 15	8,554
232	Old State	Essex	7, 9, '06	2.64	14	28, 30	1,984	Local stone	3	Local stone	3	Same	Same	100	21,000 00	7,955
233	Frankfort-E. Schuyler	Herkimer	7, 9, '06	1.64	16	26	2,043	Local stone	3	Trap-rock	3	Same	Same	100	12,810 78	7,811
234	Adams-Henderson, Sec. 2	Jefferson	7, 7, '06	6.89	12	22-26	2,279	Limestone	4	Limestone	2	Same	Same	100	62,150 00	9,020
235	Wat'n-Sack. H'bor-Hds'n, Se. 2	Jefferson	7, 7, '06	2.23	12, 16	26	Emb. 1,009	Limestone	4	Limestone	2	Same	Same	100	17,986 46	8,021
236	Redwood-Alex. Bay, Sec. 2	Jefferson	9, 20, '07	4.19	12-16-20	24-26 28-40	1,470	Hard gr	4	Hard gr	2	Limestone	Limestone	100	39,488 09	9,424
237	Sacketts Harbor	Jefferson	7, 9, '06	1.45	16	26	Emb. 2 ,207	Limestone	4	Limestone	2	Same	Same	100	12,700 00	8,759

238	Henderson Harbor	Jefferson	7, 7, '06	5.09	12	22, 24	1,660	Limestone	4	Limestone	2	Same	Same	100	33,852 52	6,651
239	Delhi-Middletown	Delaware	8, 30, '06	4.96	14, 16	25, 26	5,586	Local stone	3	Local stone	3	Same	Same	100	46,559 84	9,387
240	Cohoes-Waterford	Saratoga	7, 3, '06	1.00	35	35	2,168	Concrete	4	Vit. brick				100	32,418 22	32,418
241	Saratoga-Ballston	Saratoga	7, 13, '06	4.335	16	32	1,996	Local stone	3	Trap-rock	3	Same	Same	100	33,401 66	7,705
242	Saratoga-Glens Falls, Sec. 2	Saratoga	7, 13, '06	1.25	14	26	2,301	Local stone	3	Trap-rock	3	Same	Same	100	9,410 00	7,428
243	Mechanicville-Stillwater	Saratoga	7, 9, '06	1.84	16	28	Emb. 3,960	Local stone	3	Trap-rock	3	Same	Same	100	25,556 30	13,889
244	Saratoga-Schuylerville	Saratoga	7, 9, '06	6.01	14	24, 26	3,861	Approved st.	3	Trap-rock	3	Same	Same	100	53,623 43	8,922
245	Coleman Hill, Sec. 1	Onondaga	9, 20, '07	1.21	12	22-24-26	6,390	Limestone	4	Limestone	2	Same	Same	100	15,567 32	12,865
246	Gloversville-Meco-Phelps	Fulton	7, 12, '06	2.03	14, 16	26	2,360	Approved st.	3	Approved st.	3	Same	Same	100	17,098 82	8,423
247	J'nst'n-Keck's Center, Sec. 2	Fulton	7, 9, '06	4.67	12, 14	22, 24	5,001	Local stone	3	Local stone	3	Same	Same	100	42,270 00	9,051
248	Gloversville-Broadalbin	Fulton	9, 1, '06	2.02	12	24	3,676	Local stone	3	Local stone	3	Same	Same	100	16,091 18	7,966
249	Old Plank	Fulton	7, 6, '06	3.14	12	24, 28, 32	2,323	Local stone	3	Local stone	3	Same	Same	100	28,000 00	8,917
250	Utica-Oneida Castle, Sec. 1	Oneida	7, 10, '06	8.53	16-23	22, 23, 32	3,693	Limestone	3 & 4	Li and gneiss	3 & 2	Limestone	Limestone	100	146,707 70	17,199
251	Griswold Street	Niagara	7, 5, '06	3.15	12	18	1,585	Li or lo stone	3	Limestone	3	Same	Same	100	18,379 79	5,835
252	Clifton, Sec. 2	Monroe	7, 11, '06	2.92	12	18	1,812	Lo fld	3	Limestone	3	Same	Same	100	21,623 00	7,405
253	Lyell	Monroe	7, 11, '06	2.12	16, 20	.26, 30	2,370	Li or lo stone	3	Limestone	3	Same	Same	100	20,285 75	9,569
254	Chili, Sec. 1	Monroe	7, 11, '06	3.11	16	22	1,951	Li or lo stone.	3	Limestone	3	Same	Same	100	27,700 00	8,932
255	Chili, Sec. 2	Monroe	7, 11, '06	2.56	16	22	2,285	Li or lo stone	3	Limestone	3	Same	Same	100	23,725 00	9,267
256	Little Ridge, Sec. 3	Monroe	7, 13, '06	3.60	16	28	1,705	Lo fld	3	Local gran	4	Same	Same	100	25,880 78	7,189
257	Little Ridge, Sec. 4	Monroe	7, 11, '06	3.36	16	22	1,339	Lo fld	3	Local gran	4	Same	Same	100	26,250 00	7,813
258	Plattsburg-Keeseville, Sec. 3	Clinton	7, 9, '06	5.44	14, 16	28-32	Emb. 1,817	Local stone	3	Local stone	3	Same	Same	100	48,221 77	8,864
259	Plattsburg-Mooers, Sec. 2	Clinton	7, 6, '06	7.34	14	28	Emb. 2,635	Local stone	3	Limestone	3	Same	Same	100	59,496 25	8,106
260	Plattsburg-Mooers, Sec. 3	Clinton	8, 1, '06	4.31	14	26, 28	2,023	Local stone	3	Local stone	3	Same	Same	100	39,057 16	9,062
261	Peekskill-Salem Center, Sec. 1	Westchest.	7, 6, '06	5.86	14, 16	24-32	2,129	Local stone	3	Local stone	3	Same	Same	100	44,720 26	7,631
262	Peekskill-Salem Center, Sec. 2	Westchest.	7, 6, '06	4.66	14	24	1,928	Local stone	3	Local stone	3	Same	Same	100	33,373 14	7,162
263	Aurora-Buffalo, Sec. 2	Erie	7, 18, '06	4.23	16	22-32	2,381	Li or lo stone	3	Limestone	3	Same	Same	100	39,486 95	9,335
264	Aurora-Buffalo, Sec. 3	Erie	7, 16, '06	0.74	16	22	2,007	Li or lo stone	3	Limestone	3	Same	Same	100	6,532 51	8,828
265	Deposit	Broome	7, 12, '06	2.78	14	23	3,381	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	26,678 30	9,597
266	Tunnel	Broome	7, 12, '06	1.70	12	26	Emb. 2,529	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	13,341 55	7,84^8
267	Castle Creek	Broome	7, 12, '06	6.00	12	23-26	Emb. 2,133	Fieldstone	5	Fld	3	Same	Same	100	55,109 27	9,185
268	Bridge	Broome	7, 12, '06	1.00	12, 16	26, 28	3,447	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	10,629 79	10,630
269	Hilton	Monroe	7, 11, '06	4.30	12	18	1,817	Lo fld	3	Local gran	4	Same	Same	100	26,970 78	6,272
270	Birch Hill	Nassau	7, 10, '06	1.16	16	32	3,095	Trap-rock	3	Trap-rock	3	Same	Same	100	11,728 34	10,111
271	Utica-Oneida Castle, Sec. 2	Oneida	9, 15, '06	8.53	16	32	2,849	Limestone	4 & 3	Li and gneiss	2 & 3	Limestone	Limestone	100	99,700 00	11,800
272	Orchard Park, Sec. 5	Erie	7, 10, '06	1.21	16	28	2,345	Limestone	3	Limestone	3	Same	Same	100	13,700 00	11,322
273	Seneca River, North Side	Seneca	12, 4, '07	1.30	16		3,280	Local stone	4	Local stone	2	Same	Same	100	17,250 00	13,270
274	Gulf Bridge, Sec. 1	Broome	7, 12, '06	1.75	12	24-26	4,514	Fieldstone	4	Fieldstone	2	Same	Same	100	14,175 84	8,100
275	Union-Maine	Broome	7, 12, '06	3.04	12	24	Emb. 3,476	Fieldstone	4	Fieldstone	2	Same	Same	100	33,717 00	11,091
276	Barnards Crossing, Secs. 1 and 2	Monroe	7, 13, '06	4.14	16	22	2,174	Lo fld	3	Limestone	3	Same	Same	100	39,200 00	9,469
277	Lake Pleasant-Speculator	Hamilton	7, 12, '06	3.44	12	26	Emb. 3,427	Local stone	3	Local stone	3	Same	Same	100	31,131 54	9,049
278	Syracuse-Watertown	Oswego	9, 20, '07	2.41	16	26	1,910	Local stone	4	Limestone	2	Same	Same	100	25,939 06	10,763
279	West Oswego River	Oswego	9, 20, '07	2.48	16	28	1,732	Local stone	4	Trap-rock	2	Same	Same	100	26,963 67	10,872

NOTE.—Board of Supervisors rescinded resolution of approval of Road 226 prior to amendment to Chap. 115, Laws 1898, prohibiting such action.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway. No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
280	Oswego-Sterling	Oswego	9, 18, '06	1.66	16	26	Emb. 1,386	Fieldstone	4½	Trap-rock	1½	Limestone	Limestone	100	$16,135 95	$9,720
281†	West Point-Central Valley	Orange	...	...	...	...	...	...	...	...	...	...	...	...	...	...
282	Greenville-Slate Hill	Orange	8, 30, '06	7.13	12	26	5,007	Local stone	3	Local stone	3	Same	Same	100	59,792 95	8,386
283	Greenville-Port Jervis	Orange	9, 4, '06	5.11	12	28	8,395	Local stone	3	Local stone	3	Same	Same	100	63,799 50	12,435
284	Averill Park-Crooked Lake	Rensselaer	7, 2, '06	3.61	14, 16, 20	26	2,431	Local stone	3	Local stone	3	Same	Same	100	32,132 83	8,901
285	Nassau-Brainard	Rensselaer	7, 7, '06	3.65	12	24-26	5,507	Local stone	3	Local stone	3	Same	Same	100	31,764 64	8,703
286	Left Fork-German Church-Redman Road	Monroe	9, 20, '07	5.55	12	28	1,870	Local stone	4	Granite	3	Same	Same	100	37,379 61	6,735
287	Rensselaer-Best	Rensselaer	8, 30, '06	4.75	12, 20	26	Emb. 3,023	Local stone	3	Local stone	3	Same	Same	100	40,203 73	8,464
288	Troy-Sand Lake, Sec. 2	Rensselaer	7, 3, '06	3.72	18	28	2,029	Gravel	3	Gravel	3	None	None	100	16,867 35	4,534
289§	Crescent Avenue	Suffolk	9, 3, '07	1.91	16	...	...	Approved st	3	Trap-rock	3	Same	Same	...	...	...
290	South Salina Street	On'daga	8, 31, '06	1.06	16	26	Emb. 1,981	Limestone	4	Syenite	2	Limestone	Limestone	100	12,127 22	11,441
-91	Cemetery	On'daga	9, 18, '07	0.89	16	...	3,135	Limestone	4	Limestone	2	Same	Same	100	10,111 63	11,361
292	West Lake, Sec.2	On'daga	7, 10, '06	1.00	16	26	Emb. 2,500	Approved st	4	Limestone	2	Same	Same	100	10,511 19	10,511
293	East Lake, Sec. 2	On'daga	7, 10, '06	1.00	16	26	Emb. 2,100	Fieldstone	4	Limestone	2	Same	Same	100	9,496 34	9,496
294	Clover Street, Sec. 1	Monroe	9, 17, '07	5.89	12	24-32	2,915	Local stone	4	Lo gran fld	3	Lo stone	Tarvia	100	45,000 00	7,640
295	Mohawk River Road, Floyd	Oneida	7, 10, '06	2.80	16	26	2,929	Limestone	4	Gneiss	3	Limestone	Limestone	100	31,043 81	11,087
296	Mohawk River Road, Marcy	Oneida	7, 10, '06	4.54	16	26	Emb. 2,844	Limestone	4	Gneiss	3	Limestone	Limestone	100	52,078 64	11,471
297	Mohawk River Road, Deerfield	Oneida	7, 10, '06	3.74	16	26	Emb. 1,568	Limestone	4	Gneiss	3	Limestone	Limestone	100	43,100 00	11,524
298	Amsterdam-Hagaman	Montg'y	7, 9, '06	2.20	14	24	1,856	Local stone	3	Local stone	3	Same	Same	100	14,824 10	6,738
299	Saulwater's Cor's-Young's Cors	Montg'y	7, 11, '06	2.77	12	22	4,034	Local stone	3	Local stone	3	Same	Same	100	26,372 10	9,521
300	De Graff's Cor.-Sherburne's Cor	Montg'y	7, 11, '06	1.13	12	22	2,090	Local stone	3	Local stone	3	Same	Same	100	10,200 00	9,027
301	Minaville-Scotch Bush	Montg'y	7, 9, '06	2.34	12	22, 24, 26	1,747	Local stone	3	Local stone	3	Same	Same	100	16,000 00	6,838

302	Fonda-Berryville	Montg'y	7, 9, '06	2.00	14	24	Emb. 3,295	Local stone	3	Trap-rock	3	Same	Same	100	17,300 00	8,650
303	Fonda-Tribes Hill	Montg'y	9, 3, '07	2.21	16	....	2,740	Approved st.	3½	Approved st.	3½	Same	Same	100	19,184 46	8,681
304	Sprakers-Rural Grove, Sec. 1	Montg'y	9, 3, '07	5.66	14	....	3,940	Approved st.	3	Approved st.	3	Same	Same	100	61,394 19	10,847
305	Kingston-Ellenville, Sec. 2	Ulster	7, 3, '06	7.25	16	22, 26, 28	4,218	Local stone	3	Local stone	3	Same	Same	100	63,199 60	8,717
306	Kingston-Ulster Landing	Ulster	9, 3, '07	5.564	16	....	2,815	Approved st.	3	Local rock	3	Same	Same	100	51,385 12	9,235
307	Plattekill-Modena	Ulster	9, 3, '07	7.16	14	....	4,000	Approved st.	4	Approved st.	3	Limestone	Limestone	100	58,214 19	8,130
308	New Paltz-Rifton	Ulster	1, 10, '08	4.16	16	....	4,330	Approved st.	3	Approved st.	3	Same	Same	100	47,630 65	11,464
309	Post, Sec. 2	Ulster	....	....	....	....	....	....	...	....	...	....	....	...	....	....
312	Middlet'n-Cud'b'kville, Sec. 1	Orange	9, 4, '06	4.396	12	22	4,595	Local stone	3	Local stone	3	Same	Same	100	37,333 20	8,493
313	Middletown-Cuddebackville	Orange	9, 3, '07	5.18	12	....	5,465	Approved st.	3	Approved st.	3	Same	Same	100	51,389 00	9,921
314	Gilbertsville-Mt. Upton	Otsego	6, 30, '06	4.37	16	26, 28	3,368	Local stone	3	Local stone	3	Same	Same	100	52,782 25	12,078
315	Morris-Gilbertsville, Sec. 1	Otsego	7, 9, '06	3.537	16	24-26	2,679	Local stone	3	Local stone	3	Same	Same	100	29,892 80	8,437
316	Colliers-Emmons	Otsego	7, 10, '06	1.26	16	26-28	3,059	Local stone	3	Local stone	3	Same	Same	100	12,750 00	10,119
317	Shady Side-Otsego	Otsego	7, 10, '06	2.73	16	28	Emb. 2,256	Limestone Lo qua stone	3 3	Limestone Trap-rock	3 3	Same Same & li.	Same Same & li.	100	26,200 00	9,597
318	Colliersville-Milford Center	Otsego	6, 30, '06	2.03	14	24	4,169	Local stone	3	Local stone	3	Same	Same	100	18,871 15	9,296
319	Schenevus-Maryland	Otsego	6, 30, '06	3.66	16	22, 26, 32	4,058	Limestone	3	Limestone	3	Same	Same	100	34,760 92	9,497
320	Reservation Road, Fayette	Seneca	9, 18, '07	5.72	16	28	1,430	Limestone	4	Limestone	2	Same	Same	100	50,467 70	8,823
321	Reservation Road-Varick	Seneca	11, 12, '08	4.31	12, 16	26, 28	2,367	Fld or qu subbase	8	Limestone	3	Limestone	Oil	100	53,257 02	12,356
323	Reservation Road-Ovid	Seneca	2, 14, '10	3.86	16	28-32	*2,360	Approved st.	6	Limestone	2	Same	Bit mat.	69	....	....
328	Valley Road-Marcellus	On'daga	8, 31, '06	1.31	12	26	4,484	Limestone	4	Limestone	2	Same	Same	100	18,846 35	14,387
329	Valley Road-Camillus	On'daga	11, 23, '06	2.32	12	24-26	4,828	Limestone	4	Limestone	2	Same	Same	100	30,972 03	13,350
330	Skaneateles-Hamilton Turnpike, Sec. 1	On'daga	9, 20, '07	2.44	14	22-24 26-28	3,830	Local stone	4	Limestone	2	Same	Same	100	26,748 01	10,962
331	Peekskill-Salem Center, Sec. 3	Westchest.	7, 20, '06	3.88	14, 16	26-28	2,921	Local stone	3	Local stone	3	Same	Same	100	47,164 20	12,156
332	Peekskill-Salem Center, Sec. 4	Westchest.	7, 20, '06	3.23	14	24-28	4,585	Local stone	3	Local stone	3	Same	Same	100	35,898 45	11,114
333	Geneva-Canandaigua, Sec. 3	Ontario	7, 10, '06	1.09	14	22	2,867	Limestone	3	Limestone	3	Same	Same	100	9,385 93	8,611
334	Lyons-Geneva	Ontario	7, 10, '06	1.69	16	32	1,982	Limestone	3	Limestone	3	Same	Same	100	15,153 43	8,967
335	Victor-Mendon, Sec. 1	Ontario	7, 5, '06	5.20	12	24-32	2,841	Local stone	3	Limestone	3	Same	Same	100	41,295 40	7,941
336	Cayuga Heights	Tompkins	8, 30, '06	3.17	12	24, 26, 28	Emb. 6,151	Local stone	4	Limestone	2	Same	Same	100	36,350 00	11,466
337	Syracuse Turnpike	Madison	9, 20, '07	1.58	12	26	2,955	Limestone	4	Limestone	2	Same	Same	100	13,245 11	8,382
338	Catskill Turnpike, Sec. 2	Tompkins	8, 30, '06	1.38	16	26	4,891	Fieldstone	4	Limestone	2	Same	Same	100	14,900 00	10,797
339	Georgetown	Madison	9, 18, '06	3.29	12, 16	22, 26	3,040	Local stone	4	Limestone	2	Same	Same	100	30,962 00	9,411
340	Saratoga-Corinth	Saratoga	7, 6, '06	7.25	14	28	2,595	Local stone	3	Trap-rock	3	Limestone	Limestone	100	52,920 83	7,299
341	Stockport-Hudson	Columbia	7, 6, '06	2.60	16	26-28	Emb. 2,151	Local stone	3	Trap-rock	4½	Same	Same	100	23,047 69	8,864
342	Chatham-Chatham Center	Columbia	8, 28, '06	1.12	16	24	7,501	Gravel	4	Gravel	4	None	None	100	7,229 60	6,455
343	Pawling-Patterson	Dutchess	7, 7, '06	2.23	14	24-26	Emb. 3,928	Local stone	3	Local stone	3	Same	Same	100	24,078 97	10,798
344	Millerton-Northeast Center	Dutchess	7, 9, '06	1.78	14	24-26	4,284	Local stone	3	Local stone	3	Same	Same	100	17,950 01	10,084
345	Canajoharie-Sprout Brook	Montg'y	12, 18, '07	4.66	14	....	2,650	Approved st.	3	Approved st.	3	Same	Same	100	42,066 08	9,027
346	Sprakers-Rural Grove, Sec. 2	Montg'y	11, 12, '08	2.52	14	24	4,380	Approved st.	3	Approved st.	3	Same	Oil	100	26,473 01	10,505
347	Canajoharie-Sharon Spgs., Sec. 2	Montg'y	11, 12, '08	2.94	14	24	4,354	Approved st.	3	Approved st.	3	Same	Bit. Mat.	100	36,158 00	12,330
348	Collamer	On'daga	7, 9, '09	1.90	16	26	Emb. 1,842	Limestone	4	Limestone	2	Same	Same	100	28,881 91	15,201

† Proceedings pending in courts. § U. S. Government appropriated adjacent land for Federal purposes.

* Yardage based [illegible] Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
350	Highland-Gardner, Sec. 1	Ulster	2, 14, '10	7.30	14-16	26	*4,750	Approved st.	4	Approved st.	2	Same	Bit mat.	86	....	....
355	Wellsburg	Chemung	3, 9, '08	4.51	16	....	5,675	Local stone	3	Trap-rock	3	Same	Same	100	$58,000 00	$12,814
356	Erin-Horseheads	Chemung	7, 7, '06	9.22	16	24-32	Emb. 2,282	Limestone	3	Limestone	3	Same	Same	100	93,807 99	10,174
357	Grand Central Ave	Chemung	9, 13, '06	1.57	16	28-32	2,051	Limestone	3	Trap-rock	3	Limestone	Limestone	100	15,754 30	10,035
358	Horseheads-Corning	Chemung	12, 2, '07	7.14	16	....	2,365	Local stone	3& 6	Trap-rock	3	Same	Same	100	80,600 00	11,288
359	Frankfort-Utica, Sec. 2	Herkimer	7, 10, '06	1.89	16	26	2,711	Local stone	3	Trap-rock	3	Same	Same	100	16,748 34	8,862
360	Poland-Cold Brook	Herkimer	7, 2, '06	0.35	16	26	3,006	Local stone	3	Trap-rock	3	Same	Same	100	4,150 00	11,857
361	Johnstown-Tribes Hill, Sec. 1	Fulton	7, 9, '06	2.22	16	26	4,041	Local stone	3	Local stone	3	Same	Same	100	20,267 60	9,130
362	Northville-Chapman's Cors	Fulton	9, 3, '07	1.71	24-14	....	3,215	Approved st.	3	Trap-rock	3	Same	Oil	100	19,085 05	11,161
363	Mayfield-Northville, Sec. 1	Fulton	9, 3, '07	1.37	16	....	3,600	Approved st.	3	Approved st.	3	Limestone	Limestone	100	11,193 85	8,171
364	Preston Hollow-Potter Hollow	Albany	7, 12, '06	3.13	14	24-26	3,304	Local stone	3	Local stone	3	Same	Same	100	24,441 26	7,809
365	Guilderland Cen'r-Guilderland	Albany	7, 3, '06	1 89	14	24	2,662	Local stone	3	Trap-rock	3	Same	Same	100	16,847 42	8,914
366	New Scotland-Wolf Hill	Albany	7, 11, '06	6.85	12, 14	24	5,102	Local stone	3	Local stone	3	Same	Same	100	78,422 97	11,449
367	Glenmont-Feura Bush	Albany	7, 6, '06	6 77	12	22-24	2,802	Local stone	4	Limestone	2	Same	Same	100	62,750 00	9,269
368	Augusta Road-Augusta	Oneida	11, 23, '06	3.38	14	28	Emb. 2,663	Limestone	4	Limestone	2	Same	Same	100	36,000 00	10,650
369	Augusta Road-Oriskany Falls	Oneida	8, 29, '06	2.99	14	22	Emb. 2,408	Limestone	4	Limestone	2	Same	Same	100	28,453 57	9,516
370	Minetto	Oswego	9, 18, '06	0.48	16	26	4,479	Fieldstone	4	Trap-rock	3	Limestone	Limestone	100	6,750 00	14,063
371	Clinton Street, Sec. 1	Erie	7, 18, '06	5.65	16	24-28	1,603	Limestone	3	Limestone	3	Same	Same	100	158,044 00	27,972
372	Clinton Street, Sec. 2	Erie	7, 18, '06	6.14	16	24-28	2,007	Limestone	3	Limestone	3	Same	Same	100	122,250 00	19,910
373	Goodrich Road	Erie	7, 9, '06	8.77	12, 16	16-32	3,130	Limestone	5	Limestone	3	Same	Same	100	80,000 00	9,122
374	Maine	Broome	7, 12, '06	3.37	12	20-26-28	2,801	Fieldstone	4& 3	Fieldstone	4& 3	Same	Same	100	33,350 00	10,489
375	Barker	Broome	7, 12, '06	0.62	16	28	Emb. 3,282	Fieldstone	4	Trap-rock	2	Limestone	Limestone	100	6,367 43	10,270
376	Gloversville-Bull Run	Fulton	9, 3, '07	2.38	12	....	4,620	Approved st.	3	Approved st.	3	Same	Same	100	23,588 24	9,911
377	Cincinnatus	Cortland	7, 10, '06	0.42	16	26	Emb. 1,571	Limestone	4	Limestone	2	Same	Same	100	4,000 00	9,524
378	McGrawville	Cortland	7, 10, '06	2.92	12, 16	24, 26	Emb. 2,203	Fieldstone	4	Limestone	2	Same	Same	100	29,480 42	10,096

379	Hartford	Cortland	9, 19, '06	0.91	12	26	1,648	Fieldstone	4	Limestone	2	Same	Same	100	7,600 00	8,351
380	State Road-Homer	Cortland	11, 14, '06	4.39	12	24	Emb. 2,825	Fieldstone	4	Limestone	2	Same	Same	100	21,100 00	4,806
381	State Road-Scott	Cortland	9, 20, '07	2.72	12-16	24-26	2,050	Local stone	4	Limestone	2	Same	Same	100	30,527 04	11,223
382	Walden-Pine Bush	Orange	12, 18, '07	6.57	14	....	2,441	Approved st.	3	Approved st.	3	Same	Same	100	58,851 06	8,958
383	Owasco	Cayuga	7, 10, '06	2.10	16	24-26	Emb. 1,336	Limestone	4	Limestone	2	Same	Same	100	19,224 08	8,778
384	Fleming	Cayuga	11, 10, '06	3.17	12	24-26-28	2,820	Limestone	4	Limestone	2	Same	Same	100	30,985 07	9,774
385	Albany-Schenectady, Sec. 2	Albany	9, 3, '07	5.14	16	....	2,920	Gr tr-ro gn.	4	Limestone	3	Same	Same	100	54,112 26	10,528
386	Five Cor.-Kuckville, Sec. 1	Orleans	8, 31, '06	3.47	12	28-32	1,288	Lo fld	3	Lo fld	3	Same	Same	100	20,159 91	5,810
387	Five Cor.-Kuckville, Sec. 2	Orleans	8, 31, '06	5.80	12-16	16-32	2,138	Lo fld	5& 3	Lo fld	3	Same	Same	100	40,880 00	7,048
388	Kendall's Corners	Orleans	7, 9, '06	3.43	12-16	26-32	2,344	Lo fld	3	Local gran	3	Same	Same	100	23,328 73	6,801
389	Maple Ridge, Sec. 1	Orleans	9, 27, '07	3.08	12	24-32	2,570	Local stone	3	Limestone	3	Same	Same	100	20,100 28	6,547
390	Maple Ridge, Sec. 2	Orleans	9, 27, '07	2.80	12	24-32	2,670	Local stone	3	Limestone	3	Same	Same	100	18,941 41	6,410
391	Clarendon-Holley	Orleans	12, 4, '07	4.54	12	....	2,390	Local stone	3	Limestone	3	Same	Same	100	29,949 80	6,597
392	Oak Orchard, Sec. 1	Orleans	11, 12, '08	3.34	12-16	25, 28 30, 32	1,870	Local stone	3	Limestone	3	Stone	Oil	100	22,886 10	6,845
393	Oak Orchard, Sec. 2	Orleans	6, 6, '10	3.61	14-16	30-32	*2,700	San or gran	4	San or gran	2	Same	Bit mat	100	31,893 57	8,835
397	Canajoharie-Flat Creek-Blaine.	Montg'm'y	2, 14, '10	6.52	14	....	4,200	Approved st.	4	Limestone	2	Same	Bit mat	22	....	....
398	County Line	Monr.-Orl.	1, 18, '08	5.53	12	....	2,305	Local stone	3	Lo best stone	3	Same	Same	100	39,531 05	7,123
399	Latta	Monroe	9, 19, '07	6.84	16	26-32	2,325	Slag or lo fld.	5	Limestone	3	Same	Oil	100	82,000 00	11,988
400	Portland Ave., Sec. 2	Monroe	9, 24, '07	0.93	16	22-32	2,540	Local stone	3	Limestone	3	Same	Same	100	7,849 10	8,440
401	Rapids-Rochester	Monroe	12, 3, '07	1.90	14, 16	....	1,350	Concrete Limestone	5 3	.... Limestone	3	Brick Same	....	100	28,521 19	15,011
402	Buffalo, Sec. 3	Monroe	12, 4, '07	3.62	16	....	2,140	Local stone	4	Limestone	3	Same	Oil	100	28,672 00	8,088
403	Churchville-Riga	Monroe	11, 26, '07	2.08	14	....	1,890	Local stone	3	Limestone	3& 4	Same	Same	100	21,300 00	10,240
405	Kitchawan-Croton Lake	Westchest	9, 3, '07	2.25	14	....	1,524	Approved st.	3	Trap-rock	3	Same	Same	100	15,732 20	6,992
406	Augusta Road-Vernon Center.	Oneida	11, 27, '06	3.88	14	24	Emb. 1,959	....	4	Limestone	2	....	....	100	35,930 48	9,260
407	Troy-Schenectady, Sec. 2	Schen't'y	9, 4, '07	3.025	16	....	6,700	Approved st.	3	Approved st.	3	Same	Same	100	35,640 72	11,782
408	Rich's Dugway-Penfield	Monroe	11, 26, '07	2.43	14-15-16	....	5,285	Local stone	4& 3	Limestone	3	....	....	100	24,666 50	10,151
411	West Point-Cornwall	Orange	12, 2, '07	2.31	14	....	*25,541	Approved st.	3	Approved st.	3	Same	Same	80	....	....
412	Port Jervis-Sullivan Co. Line	Orange	11, 17, '08	5.75	14	26	5,220	Approved st.	3	Approved st.	3	Same	Asphalt c'm't	100	77,314 08	13,428
413	Highland Mills-Monroe	Orange	11, 17, '08	3.27	14	26	4,350	Approved st.	3	Approved st.	3	Same	Asphalt c'm't	100	42,633 63	13,047
414	Scott's Corners-Burnside	Orange	5, 27, '10	5.54	16	22	*3,675	Gravel	4	Gravel	4	Gravel	Gravel	57	....	....
417	Glens Falls-Lake George	Warren	7, 10, '06	7.56	16	24-26	2,543	Local stone	3	Trap-rock	3	Same	Same	100	77,448 25	10,244
418	Lake George-Bolton Landing	Warren	7, 10, '06	9.74	16	26	3,387	Local stone	3	Local stone	3	Same	Same	100	103,871 00	10,664
420	Vestal	Broome	7, 12, '06	3.69	12-16	28	Emb. 3,008	Approved st.	4	Trap-rock	2& 3	Same	Same	100	37,700 00	10,216
421	Conklin	Broome	12, 2, '07	7.83	14	....	2,760	Approved st.	4	Trap-rock	2	Same	Same	100	84,100 00	10,741
423	Watertown-Theresa, Sec. 3	Jefferson	9, 20, '07	4.19	12-16	22-26-28	2,450	Limestone	4	Limestone	2	Same	Bit mat	100	52,932 47	12,633
424	Belleville-Adams, Sec. 1	Jefferson	11, 16, '06	1.60	12	26	Emb. 2,094	Limestone	4	Limestone	2	Same	Same	100	11,011 31	6,882
425	Adams-Watertown, Sec. 2	Jefferson	7, 3, '06	3.16	12-16	24-26	3,513	Limestone	4	Limestone	2	Same	Same	100	23,701 70	7,501
426	State, Sec. 2	Jefferson	3, 23, '08	4.05	12	....	3,085	Local stone	4	Local stone	2	Same	Same	100	46,580 45	11,501
427	Watertown-Carthage, Sec. 2	Jefferson	7, 7, '06	5.47	12-16	22-24-26	Emb. 6,857	Limestone	4	Limestone	2	Same	Same	100	42,184 15	7,712
428	Watertown-Carthage, Sec. 3	Jefferson	12, 18, '07	4.88	12	....	1,643	Local stone	4	Gr. lime Local stone	2	Same	Same	100	34,282 19	7,025

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
429	Thompson	On'daga	7, 9, '06	2.83	12	24	Emb. 3,021	Limestone	4	Limestone	2	Same	Same	100	$21,929 97	$7,749
430	Jordan Valley, Sec. 1	On'daga	7, 20, '06	1.72	12	24	Emb. 2,600	Fieldstone	4	Limestone	2	Same	Same	100	15,094 21	8,776
431	Skaneateles-Spafford	On'daga	7, 20, '06	2.50	12	22–24	Emb. 4,428	Fieldstone	4	Limestone	2	Same	Same	100	28,700 00	11,480
432	Rhinebeck-Hyde Park	Dutchess	8, 31, '06	3.26	16	26–30	6,009	Local stone	3	Local stone	3	Same	Same	100	33,085 40	10,149
433	Chazy-Chazy Landing	Clinton	9, 1, '06	4.60	14	26	2,323	Local stone	3	Local stone	3	Same	Same	100	34,913 65	7,590
434	Arrandale-Bay View	Nassau	7, 10, '06	1.69	12	26	1,459	Local stone	3	Trap-rock	3	Same	Same	100	16,323 58	9,659
435	South Glenwood-Meet'g House	Nassau	9, 1, '06	1.94	12, 16	24–26	2,754	Local stone	3	Trap-rock	3	Same	Same	100	22,357 96	11,525
436	Jericho Turnpike-Plainview	Nassau	9, 1, '06	6.98	12	26–28	2,490	Local stone	3	Trap-rock	3	Same	Same	100	82,038 96	11,753
437	Jerusalem Ave.-Front St	Nassau	9, 4, '07	7.09	14	....	2,319	Trap-rock	3	Trap-rock	3	Same	Oil	100	74,592 64	10,521
438	Augusta Rd.-Lowell and Spen'r	Oneida	8, 29, '06	7.10	14, 16	24–26	Emb. 1,746	Limestone	4	Limestone	2	Same	Same	100	83,000 00	11,700
439	East Nassau-Brainard	Rensselaer	9, 4, '07	3.78	12	....	6,901	Approved st	3	Approved st	3	Same	Same	100	39,146 07	10,356
440	Philadelphia, Secs. 1, 2, 3	Jefferson	11, 19, '08	5.40	12	24	3,130	Fld or qu sub base	8	Gneiss	3	50% li,50%tp	Bit mat	100	55,500 00	10,277
441	Saratoga-Glens F's, Secs. 4 & 5	Saratoga	8, 31, '06	8.32	14	24–26	2,550	Local stone	3	Local stone	3	Same	Same	100	62,390 33	7,499
442	Saratoga-Gansevoort	Saratoga	9, 4, '07	6.14	12	....	4,315	Approved st	4	Trap-rock	2	Same	Oil	100	44,445 50	7,239
443	Saratoga - Greenfield - Schuylerville–Glens Falls	Saratoga	9, 4, '07	6.28	14, 16	....	2,715	Approved st	3	Trap-rock	3	Same	Same	100	51,988 77	8,278
444	Riverside Drive	Broome	11, 18, '08	1.135	16	28	4,050	Local stone	4	Trap or sven't	2	50% li,50%tp	Oil	100	10,760 66	9,439
445	Lisle-Center Lisle	Broome	12, 20, '07	2.70	12	....	4,450	Local stone	4	Trap-rock	2	Same	Same	100	34,220 00	12,674
446	Cortland-Groton, Sec. 1	Cortland	7, 10, '06	1.35	16	28	1,926	Fieldstone	4	Limestone	2	Same	Same	100	10,892 31	8,068
450	Phoenix-Pennellville	Oswego	9, 20, '07	1.92	12-16	26	2,470	Limestone	4	Limestone	2	Same	Same	100	24,144 37	12,575
451	Minetto-Fulton	Oswego	1, 14, '08	1.99	12	....	5,810	Limestone	4	Trap-rock	2	....	....	100	15,293 60	7,685
452	Cicero-South Bay	On'daga	7, 9, '06	3.53	16	26	Emb. 1,848	Lo qua st	4	Lo qua st	2	Same	Same	100	38,810 97	11,022
453	Poughkeepsie-Hyde Park	Dutchess	7, 10, '06	4.00	16	26–28–32	2,603	Local stone	3	Local stone	3	Same	Same	100	42,923 60	10,731
454	Ithica	Tompkins	8, 30, '06	3.66	16	24–26–28	3,033	Fieldstone	4	Limestone	2	Same	Same	100	33,216 18	9,075
455	Wyckoff	Tompkins	8, 30, '06	0.34	12	28	Emb. 5,809	Local stone	4	Limestone	2	Same	Same	100	41,302 00	12,148

456	Little Falls-East Creek	Herkimer	7, 19, '06	5.39	16	26	4,991	Trap-rock	3	Gneiss	3	Same	Same	100	30,307 08	5,623
457	Little Falls-Herkimer	Herkimer	7, 9, '06	5.32	16	26	5,781	Local stone	3	Trap-rock	3	Same	Same	100	59,400 25	11,165
458	Herkimer-Frankfort	Herkimer	7, 10, '06	3.69	16	26	3,992	Local stone	3	Trap-rock	3	Same	Same	100	33,293 63	9,023
459	East Schuyler-Deerfield	Herkimer	7, 9, '06	5 53	16	26	3,336	Local stone	3	Trap-rock	3	Same	Same	100	56,201 90	10,163
460	Herkimer-Middleville	Herkimer	7, 10, '06	6.30	12, 14, 15 16	24	3,407	Local stone	3	Local stone	3	Same	Same	100	82,504 61	13,096
461	Middleville-Poland	Herkimer	10, 22, '07	6.07	14, 16	24-30	4,190	Approved st.	3	Trap-rock	3	Same Limestone	Same Limestone	100	67,395 81	11,103
462	Old Forge-McKeever	Herkimer	12, 2, '07	10.34	12	....	....	Local stone	3	Local stone	3	Same	Same	58	....	....
463	Manheim Center-Salisbury Cen	Herkimer	12, 3, '08	5.52	14	24	*7,138	Approved st.	3	Approved st.	3	Same	Oil	56	....	....
464	Salisbury Center-Stratford	Herkimer	11, 12, '08	5.46	14	24, 30	*5,018	Approved st.	3	Approved st.	3	Same	Oil	100	52,579 87	9,630
474	Clover Street, Sec. 2	Monroe	11, 26, '07	1.95	16	....	3,490	Local stone	3	Limestone	3	Same	Oil	100	18,600 00	9,540
475	Suspension Bridge-Lewiston	Niagara	9, 8, '06	2.42	16	26	5,744	Limestone	3	Limestone	3	Same	Same	100	28,848 45	11,921
476	Ausable Forks-Clintonville	Clinton	8, 31, '06	5.38	14, 22	24	2,721	Local stone	3	Local stone	3	Same	Same	100	52,279 75	9,717
477	Valley Falls	Rensselaer	11, 18, '07	6.43	14, 16	24-26	5,055	Approved st.	3	Approved st.	3	Same	Same	100	48,929 46	7,563
478	Haynersville-Raymertown	Rensselaer	11, 26, '07	3.21	14	28-30	2,042	Local stone	3	Limestone	3	Same Limestone	Same Limestone	100	26,958 23	8,398
479	Fairport, Sec. 2	Monroe	11, 26, '07	0.27	16	....	5,290	Limestone	3	Limestone	3	Same	Same	100	3,427 23	12,693
480	Buffalo, Sec. 4	Monroe	11, 12, '08	3.02	16	24, 28, 30, 32	*2,020	Local stone	3 & 5	Limestone	3	Same	Rock asphalt	100	35,248 40	11,671
481	Despatch-Pittsford	Monroe	11, 12, '08	0.99	16	22, 24	4,910	Limestone	3	Limestone	3	Same	Rock asphalt	100	12,138 08	12,260
482	Dansville-Mt. Morris, Sec. 3	Livingston	7, 11, '06	2.23	16	32	3,260	Limestone	3	Limestone	3	Same	Same	100	25,000 00	11,211
483	Catskill Turnpike, Sec. 3	Tompkins	8, 30, '06	4.44	12, 16	22-26	Emb. 2,860	Fieldstone	4	Limestone	2	Same	Same	100	45,171 43	10,174
484	Canandaigua-Victor	Ontario	7, 9, '06	6.79	12	22-32	2,573	Li or lo stone	3	Limestone	3	Same	Same	100	48,875 48	7,198
485	West Bloomfield-Honeoye F'lls	Ontario	1, 20, '08	3.76	12	....	3,605	Local stone	3	Limestone	3	Same	Same	100	32,300 00	8,563
486	Skaneateles-West Lake, Secs. 3, 4, 5	On'daga	11, 10, '06	3.37	12-16	26-30	2,359	Fieldstone	4	Limestone	2	Same	Same	100	18,242 50	5,410
487	Elbridge	On'daga	11, 10, '06	3.66	12-16	24-26-32	3,415	Limestone	3	Limestone	3	Same	Same	100	41,672 66	11,383
488	Belle Isle	On'daga	10, 18, '07	2.07	12	....	2,625	Limestone	4	Limestone	2	Same	Same	100	17,760 66	8,580
489	Tully	On'daga	11, 12, '08	4.44	12, 16	24, 26, 30	3,275	Local stone	4	Limestone	2	Same	Bit mat	100	47,093 62	10,606
490	Hoosick-North Hoosick	Rensselaer	11, 26, '07	6 35	16	22-24	2,195	Gravel	4	Gravel	4	Same	Same	100	24,424 66	3,846
491	Hilton-Bartlett's Corners	Monroe	11, 12, '08	1.01	14	32	2,450	Local stone	5	Granite	3	Same	Oil	100	9,705 78	9,609
492	Lake, Sec. 2, and Sweden, Sec. 4	Monroe	4, 8, '10	5.75	16	32	*2,890	Approved st.	3	Limestone	3	Same	Same	54	....	....
493	Mendon-Pittsford	Monroe	11, 12, '08	6.26	14	32	2,795	Local stone	3	Limestone	3	Same	Oil	100	53,826 02	8,598
494	East Henrietta-Rochester	Monroe	4, 6, '10	4.43	16	32	2,730	Limestone	4	Limestone	2	Same	Bit mat	69	....	....
503	Tarrytown-White Plains-Rye	Westchest	10, 16, '07	7.32	16, 20, 22	26-32	1,765	Approved st.	3	Trap-rock	3	Same	Oil	100	85,852 35	11,728
504	Troy-Speigeltown	Rensselaer	11, 12, '08	1.69	14, 16	26	3,980	Approved st.	3	Trap-rock	3	Same	Oil	100	18,583 23	10,995
505	Norwich-North Norwich	Chenango	11, 10, '06	4.60	12-16	20-22-24	2,826	Limestone	4	Limestone	2	Same	Same	100	40,969 88	8,906
506	Chittenango-Eagle Village	Madison	7, 6, '06	2.18	12	20-26-30	5,000	Limestone	4	Limestone	2	Same	Same	100	18,727 49	8,591
507	Transit, Sec. 3	Niagara	7, 9, '06	4.68	16	32	2,628	Limestone	5	Limestone	3	Same	Same	100	39,981 73	8,543
508	Selkirk-Coeymans	Albany	9, 4, '07	4.77	14	....	3,720	Approved st.	4	Trap-rock	2	Same	Same	100	35,324 35	7,406
509	Oswego-Mexico, Sec. 1	Oswego	7, 6, '06	5.40	16	22, 24, 26	Emb. 2,309	Fieldstone	4	Local sand st.	2	Limestone	Limestone	100	44,853 81	8,306
510	Homer-Tully, Sec. 1	Cortland	7, 10, '06	4.17	12	26	Emb. 1,685	Fieldstone	4	Limestone	2	Same	Same	100	27,866 00	6,682
519	Mt. Kisco-Pleasantville	Westchest	9, 4, '07	3.92	14	....	4,230	Approved st.	3	Approved st.	3	Same	Same	100	38,402 95	9,797
520	Pleasantville-Pocantico Hills	Westchest	9, 4, '07	3.55	14	....	5,580	Approved st.	3	Approved st.	3	Same	Oil	100	33,062 94	9,314

*Yardage based on Preliminay Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
521	Massena-Waddington, Secs. 1, 2, 3, 4	St. Law	9, 20, '07	8.62	12	26	3,241	Local stone	4	Limestone	2	Same	Same	100	$86,407 12	$10,024
522	Clarence-Hunt's Corners	Erie	6, 30, '06	4.75	12	22-32	2,408	Limestone	5&3	Limestone	3	Same	Same	100	39,122 89	8,234
523	Hamburg-North Collins	Erie	7, 9, '06	8.86	16	16-32	3,799	Limestone	5	Limestone	3	Same	Same	100	113,979 27	12,864
524	North Collins-Lawton	Erie	9, 17, '07	5.45	16, 32	32	2,435	Limestone	5	Limestone	3	Same	Same	100	70,300 00	13,000
525	Lawton-Gowanda	Erie	9, 20, '07	4.00	16	22-32	4,116	Limestone	3	Limestone	3	Same	Same	100	38,400 00	9,600
525A	State Farm	Erie	5, 27, '10	0.59	16	32	2,740	Limestone	3	Limestone	3	Same	Same	100	6,083 70	10,311
526	Collins-Morton's Cor., Sec. 1	Erie	9, 20, '07	4.01	12	32	2,540	Limestone	3	Limestone	3	Same	Same	100	56,569 75	14,107
527	Hamburg-Springville, Sec. 1	Erie	9, 20, '07	9.47	16	22-32	2,239	Broken stone	5	Limestone	3	Same	Same	100	105,977 34	11,190
528	Hamburg-Springville, Sec. 2	Erie	9, 20, '07	7.34	16	22-32	3,620	Broken stone	6	Limestone	3	Same	Same	100	101,318 41	13,808
529	Alden Town Line-Clinton St., Murilla	Erie	9, 20, '07	6.02	12-16	32	2,195	Limestone	3	Limestone	3	Same	Same	100	47,800 00	7,963
530	Base Line-Grand Island, Sec. 1	Erie	9, 20, '07	1.81	16	32	1,405	Limestone	3	Limestone	3	Same	Same	100	14,000 00	7,735
531	Base Line-Grand Island, Sec. 2	Erie	12, 18, '07	2.59	14	....	1,237	Limestone	3	Limestone	3	Same	Same	100	19,100 00	7,374
532	Base Line-Grand Island, Sec. 3	Erie	12, 18, '07	1.87	12	....	1,110	Limestone	3	Limestone	3	Same	Same	100	11,000 00	5,882
533	West Chazy-Chazy	Clinton	9, 5, '07	6.34	14, 20	....	2,875	Approved st.	3	Approved st.	3	Same Limestone	Same Limestone.	100	54,111 94	8,535
534	North East Center-Sharon Sta.	Dutchess	7, 9, '06	3.65	14	22, 24, 30	3,563	Local stone	3	Local stone	3	Same	Same	100	34,344 54	9,409
535	Cortland-Dryden, Sec. 2	Cortland	9, 20, '07	2.70	12	26	2,235	Fieldstone	4	Limestone	2	Same	Same	100	22,496 50	8,332
536	Schodack Center-Nassau	Rensselaer	11, 12, '08	5.15	16	26, 28, 30	5,023	App limest'ne	3	App limest'ne	3	Same	Oil	100	61,027 96	11,850
537	Amenia-Wassaic	Dutchess	7, 7, '06	4.83	14	24-26	2,882	Local stone	....	Local stone	....	Same	Same	100	38,238 11	7,917
539	Fulton-Volney	Oswego	12, 4, '07	2.09	20	....	2,230	Gravel	5	Gravel	4	Sand	Sand	100	15,821 63	7,570
540	Chatham-Spencertown	Columbia	7, 6, '06	4.32	14-16	20-24	5,400	Gravel	....	Gravel	....	None	None	100	21,319 44	4,935
541	Mayfield-Northville, Sec. 2	Fulton	1, 30, '08	6.75	16	....	3,670	Approved st.	3	Gran or gn.	3	Same	Oil	100	63,580 04	9,364
542	School House-Caroga Creek	Fulton	4, 8, '10	2.69	14	24-32	*8,520	Gneiss	4	Gneiss or Syn	2	Same	Bit mat	90	....	......
543	Johnstown-Bro'd'l'bin Sec. 2	Fulton	11, 17, '08	6.35	20-30 12, 14 16	30 24-26	3,003	Approved st.	3	Approved st.	3	Same	Oil	100	49,653 62	7,819
545	Syosset-Cold Spring Harbor	Nassau	9, 5, '07	3.22	16	....	5,090	Trap-rock	3	Trap-rock	3	Same	Same	100	36,558 56	11,354
546	New Bridge	Nassau	1, 27, '08	6.025	13	....	1,854	Approved st	3	Trap-rock	3	Same	Oil	100	52,552 21	8,722

547	Willets–East Williston-Westbury Pond	Nassau	11, 12. '08	6.43		16	28	*3,500	Trap-rock	3	Trap-rock	3	Same	Bit mat	100	81,366 63	12,654
548	Berry Hill, Part 1	Nassau	2, 14, '10	4.74		16	28–32	4,660	Approved st.	4	Trap-rock	2	Same	Bit mat	100	72,839 91	15,367
549	Poughkeepsie–Pleasant Valley	Dutchess	7, 5, '06	6.93	14, 16, 20		30	2,538	Local stone	3	Local stone	3	Limestone	Same	99	65,439 29	9,443
550	Violet Ave.–East Park	Dutchess	8, 28, '06	1.99		14	26	3,395	Local stone	3	Local stone	3	Same	Same	100	17,141 18	8,614
551	Fishkill–Hughsonville	Dutchess	7, 10, '06	2.91		14	26	2,611	Local stone	3	Local stone	3	Same	Same	100	26,241 77	9,018
552	Rhinebeck–Elizaville	Dutchess	9, 5, '07	5 54		16		4,345	Approved st	3	Approved st.	3	Same	Oil	100	51.430 30	9,283
553	Fly	Onondaga	11, 12, '08	2.33		12	22, 24 26, 28	3,020	Gravel	6	Limestone	3	Same	Oil	100	18,020 85	7,734
554	Fabius	Onondaga	11, 12, '08	4.91		12	28, 30	3,315	Local stone	4	Limestone	2	Same	Oil	100	46,006 47	9,369
555	East Syracuse–Chittenango	Onondaga	4, 6, '10	7.77		14	26–28	*3,900	Limestone	4	Syn or Tr-rk.	2	Same	Bit mat	47		
559	Utica–Bridgewater	Oneida	9, 19, '07	9 09		16	26–30–32	3,040	Limestone	4	Syenite	2	Limestone	Limestone	100	99,122 88	10,904
560	Mohawk River Road, Rome	Oneida	9, 19, '07	2.42		16	30–32	2,645	Fieldstone	4	Syenite	2	Limestone	Limestone	100	23,804 38	9,836
561	Rome–Northwestern, Sec. 1	Oneida	1, 29, '08	4.48		16	12, 16	3,460	Local stone	3	Syenite	3	Limestone	Limestone	100	43,578 40	9,727
562	Rome–Northwestern, Sec. 2	Oneida	1, 29, '08	3.87	12, 16		12, 16	2,812	Local stone	3	Local stone	3	Same	Bit mat	100	60,339 17	15,591
563	Rome–Taberg	Oneida	3, 4, '08	5.11	12, 16		12, 16	2,614	Local stone	3	Syenite	3	Same	Same	100	57,166 91	11,187
564	Rome–Augusta-Westmoreland	Oneida	11, 13, '08	5.02		16	30, 32	2,390	Limestone	4	Sye or tr-rock	2	50% li, 50% top	Oil	100	60,569 62	12,065
565	Watertown–Theresa, Sec. 1	Jefferson	2, 14, '10	7.35		16	32	*4,570	Limestone	4	Limestone	2	Same	Bit mat	85		
566	Wolf Hill-Berne	Albany	11, 21, '07	7.25	12–16		24–26	4.272	Approved st.	3	Approved st.	3	Same	Same	100	62,259 75	8,482
567	Matteawan–Wicopee	Dutchess	9, 5, '07	4.71	14–16			2,349	Approved st.	4	Trap-rock	2	Same	Same	100	39,700 95	8,429
568	Millbrook–Lithgow	Dutchess	12, 3, '07	4.40		16	30	3,900	Approved st.	3	Approved st.	3	Lim scre.	Lim scre.	100	41,524 32	9,437
569	Baldwin Place–Mahopac	Putnam	7, 11, '06	5.90	14–16		26–28	3,106	Local stone	3	Local stone	3	Same	Same	100	46,899 35	7,949
570	Carmel–Kent	Putnam	9, 5, '07	5.02	14–16			4,708	Approved st.	3	Approved st.	3	Same	Oil	100	70,834 09	14,110
571	Spring Ave., Troy–Poestenkill	Rensselaer	11, 13, '08	2.61		14	26	3,670	Approved st.	3	Approved st.	3	Limestone	Oil	100	31,641 69	12,123
577	Schenectady–Guilderland	Schen't'y	7, 9, '06	7.10		14	26–30	3,670	Local stone	3	Local stone	3	Same	Same	100	56,704 50	7,987
583	Couse–Luther	Rensselaer	2, 14, '10	3.34		14	24–26	*7,200	Qu or san gt.	4	Qu or san gt.	2	Same	Bit mat	11		
584	Skinnersville–New Home Bridge	Erie	5, 8, '08	7.96		12		264	Limestone	5	Limestone	4	Same	Same	100	87,700 00	11,017
585	Towners Corners–County Line	Putnam	11, 13, '08	4.25		14	24, 26 28, 30	6,140	Approved st.	3	Approved st.	3	Same	Oil	100	56,092 93	13,198
586	East Pembroke–Batavia	Genesee	6, 30, '06	5.58		16	32	2,909	Limestone	3	Limestone	3	Same	Same	100	42,559 15	7,627
587	Mount Kisco–Milwood	Westchest	11, 26, '07	4.39		12	24	6,669	Approved st.	3	Approved st.	3	Same Limestone	Same Limestone	100	39,924 03	9,094
589	Nevis–Blue Store	Columbia	9, 1, '06	3.81		14	26	2,053	Local stone	3	Local stone	3	Same	Same	100	25,482 70	6,688
590	Auburn–Seneca Falls, Sec. 1	Cayuga	11, 10. '06	7.96	12–16		24–26	Emb. 2,425	Limestone	4	Limestone	2	Same	Same	100	75,609 88	9,499
591	Moravia–Niles	Cayuga	11, 15, '06	10.85		12	22–24	Emb. 2,488	Limestone	4	Limestone	2	Same	Same	100	89,800 00	8,276
592	Auburn–Elbridge	Cayuga	9, 18, '06	5.61	12–16		24–26	Emb. 2,032	Limestone	4	Limestone	2	Same	Same	100	52,807 07	9,413
593	Highland Lake–Tomkins Cove	Rockland	9, 13, '06	5.88		12	22	10,119	Local stone		Local stone		Same	Same	100	144,167 28	24,518
595	Homer–Tully, Sec. 2	Cortland	12, 4, '07	5.43		12		3,120	Local stone	4	Local stone	2	Same	Same	100	44,586 24	8,211
596	Norwich–South New Berlin, Sec. 1	Chenango	9, 20, '07	3.42		12	24	3,822	Local stone	4	Limestone	2	Same	Same	100	34,913 00	10,208
596A	Norwich–So. New Berlin	Chenango	5, 7, '10	0.34		12	26	8,450	Approved st.		App limest'ne		Same	Same	100	4,682 18	13,771
597	Norwich–Kings Settlement	Chenango	10, 22, '07	3.55		12		3,197	Local stone	4	Limestone	2	Same	Same	100	35,517 56	10,005
598	Norwich–Preston	Chenango	12, 14, '07	5.09	10–12			4,620	Local stone	4	Local stone	4	Same	Same	100	57,714 00	11,338
598A	Norwich–Preston	Chenango	4, 8, '10	0.222		12	26	1,905	Approved st.		App limest'ne		Same	Same	61		
599	Smyrna–Otselic	Chenango	2, 4, '08	6.48	10–12			4,370	Local stone	4	Limestone	2	Same	Same	100	72,598 98	11,203
601	Olean–Allegany, Sec. 1,	Cattara'g's	9, 24, '07	3.09	16–20		24–30	1 590	Gravel	4	Limestone	4	Same	Same	100	33,500 00	10,841

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

ighway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. completed.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole.	Per mile.
					Feet.	Feet.										
604	Troy-Schenectady, Sec. 3	Albany	11, 13, '08	3.88	16	32	8,144	Approved st.	3	Approved st.	3	Same	Bit mat	88	$46,891 16	$12,085
606	Cayuga Heights-Hanshaw's Crs	Tompkins	9, 20, '07	2.12	12	24	3,645	Local stone	4	Local stone	2	Same	Same	100	24,000 00	11,320
607	Manchester-Clifton Springs	Ontario	12, 18, '07	4.35	12	....	2,840	Local stone	3	Limestone	3	Same	Same	100	28,700 00	6,597
608	Phelps-Clifton Springs	Ontario	12, 18, '07	2.21	12	....	2,765	Local stone	3	Limestone	3	Same	Same	100	16,313 52	7,336
609	Washington Hollow-Millbrook	Dutchess	12, 3, '07	1.63	16	30	4,425	Approved st.	3	Approved st.	3	Same Limestone	Same Limestone	100	14,213 67	8,720
610	Mechanicville-Malta	Saratoga	2, 14, '10	7.42	16	26	4,260	Approved st.	4	Limestone	3	Same	Bit mat	100	107,760 92	14,523
611	Malta-Saratoga	Saratoga	5, 27, '10	6.64	16	26, 28 30, 32	6,210	Approved st.	4	Trap	2	Same	Bit mat	12	....	....
612	Pawling-Dover Town Line	Dutchess	11, 13, '08	3.04	16	24, 26	6,800	Approved st.	3	Approved st.	3	Same	Oil	100	40,524 11	13,330
613	Catskill-South Cairo	Greene	11, 27, '07	5.60	14-16	26, 28, 30	4,401	Approved st.	3	Approved st.	3	Same Limestone	Same Oil	100	58,721 30	10,486
614	Auburn-Owasco	Cayuga	9, 20, '07	6.08	12	26	1,772	Local stone	4	Local stone	2	Same	Same	100	57,680 42	9,486
615	New Lebanon-Brainard	Columbia	9, 5, '07	8.03	14	....	2,695	Approved st.	3	Approved st.	3	Limestone	Limestone	100	54,796 55	6,824
616	Trumansburg-Ithaca	Tompkins	9, 20, '07	8.66	14	24	2,501	Local stone	4	Limestone	2	Same	Same	100	103,853 59	13,147
617	Lewiston-Dickersonville	Niagara	9, 20, '07	4.80	12	32	2,198	Li or lo st.	3	Limestone	3	Same	Same	100	33,500 00	6,980
622	Mt. Morris-Geneseo	Livingston	9, 20, '07	5.20	14	22-32	3,673	Limestone	5	Limestone	3	Same	Same	100	53,832 02	10,352
623	Geneseo-Avon	Livingston	12, 20, '07	6.99	14	....	2,319	Limestone	3	Limestone	3	Same	Same	100	60,319 46	8,628
624	Carthage-Wilna	Jefferson	2, 14, '10	3.08	14	26	4,800	Approved st.	4	Sye or gran.	2	Same	Bit mat	44	....	....
627	Wicopee-Beekman	Dutchess	11, 13, '08	8.10	14	26, 30	4,107	Approved st.	3	Approved st.	3	Same	Oil & bit mat	100	75,971 29	9,379
628	Rock City-Lafayetteville	Dutchess	4, 6, '10	4.66	14	24	*6,420	Approved st.	4	Approved st.	2½	Same	Same	82	....	....
630	Troy-Schenectady, Sec. 4	Albany	11, 13, '08	2.24	16	32	2,372	Approved st.	3	Approved st.	3	Same	Bit mat	100	31,248 65	13,950
631	Eagle Mills-Clum's Corners	Rensselaer	2, 14, '10	2.25	16	24	*4,700	Quartzite	4	Quartzite	3	Same	Bit mat	91	....	....
635	Geneva-Halls Corners	Ontario	11, 13, '08	5.04	12, 16	16, 22 24, 27 28, 29 32	2,566	Limestone	3 & 5	Limestone	3	Same	Oil	100	46,575 74	9,241
636	Stanley-Geneva	Ontairo	11, 13, '08	3.16	12, 16, 20	22, 28 30, 32	2,100	Local	3	Limestone	3	Same	Oil	100	25,900 00	8,196
637	Manchester-Victor	Ontario	2, 14, '10	5.12	14	24-26	*3,100	Limestone	6	Limestone	2	Same	Bit mat	79	....	....

638	Geneva	Ontario	2, 14, '10	1.02	14–16	40	*2,500	Limestone	4	Limestone	2	Same	Bit mat	100	12,425 00	12,181
640	Rotterdam Junction–Pattersonville	Schen't'y	9, 18, '07	3.97	14–16	....	3,170	Approved st.	3	Approved st.	3	Same	Same	100	30,582 35	7,703
641	Schenectady–Rotterdam Junction	Schen't'y	1, 29, '08	4.76	14	26	2,665	Approved st.	3	Limestone	3	Same	Same	100	35,511 04	7,460
642	Angola–Evans Center; Angola–Brant, Secs. 1 and 2	Erie	11, 13, '08	6.90	12, 16	25 to 32	2,411	Limestone	5	Limestone	3	Same	Rock asphalt.	100	93,496 92	13,550
643	North Tonawanda–Sanborn, Secs. 1 and 2	Niagara	12, 18, '07	4.44	12	....	1,755	Limestone	5	Limestone	3	Same	Same	100	42,600 00	9,594
644	Alden–Town Line, Sec. 2	Erie	11, 13, '08	0.73	16	22, 28	3,500	Limestone	3	Limestone	3	Same	Oil	100	9,189 89	12,589
645	Orchard Park–Griffins Mills, Secs. 1 and 2	Erie	11, 18, '08	4.64	16	22 to 32	3,010	Limestone	5	Limestone	3	Same	Rock asphalt.	100	86,799 22	18,706
646	Indian Fields–Dormansville	Albany	11, 18, '08	4.12	16	26	5,858	Approved st.	3	Approved st.	3	Same	Bit mat	100	56,699 57	13,761
649	Stottville	Columbia	12, 18, '07	1.02	16	....	4,200	Approved st.	3	Trap-rock	3	Same	Same	100	13,676 76	13,409
650	Hudson–Hollowville	Columbia	11, 13, '08	5.66	16, 18	26, 32	5,850	Limestone	3	Limestone	3	Limestone	Bit mat	100	89,542 27	15,820
651	Clintonville–Keeseville	Clinton	12, 4, '07	5.58	14–15	18, 28	4,530	Approved st.	3	Approved st.	3	Limestone	Limestone	100	55,929 98	10,005
652	Champlain–Perry Mills	Clinton	11, 13, '08	3.25	14	26	*3,754	Approved st.	3	Approved st.	3	Same	Bit mat	100	36,449 72	11,215
653	Granby	Oswego	12, 18, '07	5.06	16	....	2,620	Local stone	4	Syenite	2	Limestone	Limestone	100	62,200 00	12,292
654	Oswego–Mexico, Sec. 2	Oswego	11, 13, '08	5.35	14	20, 24	3,020	Local stone	4	Syenite	3	50% li & 50% top	Bit mat	100	75,159 53	14,048
656	Sandy Hill–Glens Falls	Warren	9, 5, '07	2.12	16	32	4,950	Approved st.	3	Approved st.	3	Limestone	Limestone	100	19,476 34	9,187
657	Croton River–Peekskill	Westchest.	11, 26, '07	6.01	16	28	6,556	Trap-rock	3	Local tr-rock.	3	Same	Oil	100	71,017 61	11,817
658	County Line–Aiden Lair	Essex	5, 21, '08	3.64	14	24, 26	6,520	Approved st.	4	Approved st.	4	Same	Same	100	41,150 54	11,305
660	Griswold Street–Bratt's Bridge	Niagara	12, 18, '07	5.98	12	....	1,880	Limestone	....	Limestone	....	Same	Same	100	70,301 63	10,083
661	Oswego–W. Fifth Street–Fruit Valley	Oswego	4, 6, '10	3.59	12–14	26	*2,760	Selected fld	4	Limestone	....	Same	Bit mat	100	35,947 07	10,013
663	Otselic–South Otselic, Sec. 2	Chenango	11, 13, '08	4.42	12, 14	18 to 26	4,650	Local stone	4	Limestone	2	Same	Oil	100	57,755 70	13,067
664	Otselic–South Otselic, Sec. 1	Chenango	4, 4, '10	4.33	14	24	*6,130	Approved st.	4	Limestone	2½	Same	Same	49	....	....
665	Oxford–McDonough, Sec. 2	Chenango	4, 6, '10	5.18	12–16	26	*5,115	Approved st.	6	Approved st.	2	Same	Bit mat	13	....	....
674	Milford Center–Milford	Otsego	11, 27, '07	6.52	14	....	*5,050	Approved st.	4	Trap-rock	2	Same	Same	100	77,849 86	11,940
675	Otego–Oneonta	Otsego	11, 27, '07	3.90	16	....	*11,110	Approved st.	4	Trap-rock	2	Same	Same	93	....	....
676	Otego–Wilsey's Corners	Otsego	11, 27, '07	2.05	14	{ 20, 22, 24 26, 30 }	3,275	Approved st.	....	Trap-rock	2	Same	Same	100	17,665 93	8,618
677	Edmeston–West Burlington–Kelsey Corners	Otsego	2, 4, '08	4.00	14, 16	....	2,725	Approved st.	4	Trap-rock	2	Same	Same	100	40,951 38	10,237
678	Morris–Gilbertsville, Sec. 2	Otsego	12, 4, '07	2.64	16	28	4,420	Approved st.	3	Approved st.	....	Same	Same	100	24,811 99	9,398
681	Ithaca–Dryden, Sec. 1	Tompkins	11, 13, '08	5.23	16	20 to 28	5,150	Limestone	4	Limestone	2	50% li & 50% top	Oil	65	....	....
682	Ithaca–Dryden, Sec. 2	Tompkins	4, 6, '10	3.95	16	26	*3,965	Approved st.	4	Limestone	2½	Same	Same	95	....	....
683	Dryden–Cortland	Tompkins	4, 4, '10	3.57	16	26	*6,400	Approved st.	4	Limestone	2½	Same	Same	56	....	....
684	Cato–Meridian–Baldwinsville	Cayuga	12, 18, '07	4.40	12	....	4,160	Limestone	....	Syenite	....	Limestone	Limestone	100	59,164 85	13,446
685	Sterling–Oswego	Cayuga	11, 25, '08	4.88	14, 16	26	4,930	Local stone	4	Syenite	2	50% li & 50% top	Oiling	100	63,063 31	12,922
686	Weedsport–Cato	Cayuga	4, 8, '10	8.72	14–16	{ 24–26 28–32 }	*3,445	Limestone	4	Syenite or tr.	2	Same	Bit mat	20	....	....
689	Spring Valley–Knapp's Corners	Rockland	1, 30, '08	3.57	16	28	4,789	Trap-rock	3	Trap-rock	3	Same	Same	100	34,842 65	9,760
690	Monsey–Egypt Corners	Rockland	11, 13, '08	4.16	14	24	3,040	Approved st.	3	Trap-rock	3	Same	Bit mat	100	46,408 61	11,131
691	Riverside–Chestertown	Warren	1, 29, '08	5.75	12	26	6,090	Approved st.	3	Approved st.	3	Same	Same	100	52,337 11	9,102

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam. Feet.	Width of roadway. Feet.	Cubic yards excavation per mile.	Materials. Bottom. Kind of crushed rock.	Thickness.	Materials. Top. Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	Total Cost Completed. Whole.	Per mile.
692	Loon Lake–Pott'sville–Taylors	Warren	1, 30, '08	8.94	12	26	6,152	Approved st.	3	Approved st.	3	Same	Same	100	$85,547 03	$9,569
693	Amityville–Babylon	Suffolk	1, 30, '08	3.82	16	28	2,781	Approved st.	3	Trap-rock	....	Same	Oil	100	33,970 60	8,893
694	Quogue–Riverhead	Suffolk	1, 28, '08	7.69	16	30	3,530	Approved st.	....	Trap-rock	....	Same	Same	100	73,886 52	9,608
695	Otto–Cattaraugus	Cattar'g's	2, 2, '08	1.21	12	....	*6,363	Local stone	5	Granite	3	Same	Same	85	....	....
696	Otto–East Otto, Sec. 1	Cattar'g's	2, 11, '08	4.10	12	....	*3,682	Local stone	5	Limestone	3	Same	Same	76	....	....
697	Otto–East Otto, Sec. 2	Cattar'g's	2, 11, '08	2.27	12	....	*3,000	Local stone	5	Granite	3	Same	Same	80	....	....
698	Falconer–Kennedy	Chaut'qua	2, 5, '08	1.044	12	....	1,590	Limestone	5	Limestone	3	Same	Same	100	10,600 00	10,153
699	Liberty–Jeffersonville, Sec. 1	Sullivan	2, 11, '08	6.57	14	28	5,630	Approved st.	3	Approved st.	....	Same	Same	100	63,119 96	9,607
700	Liberty–Jeffersonville, Sec. 2	Sullivan	1, 30, '08	5.15	14, 16	28, 32	4,410	Approved st.	3	Approved st.	....	Same	Same	100	43,132 25	8,375
701	Malone–North Bangor	Franklin	2, 4, '08	4 51	14	30	1,495	Approved st.	3	Approved st.	....	Limestone	Limestone	100	40,843 23	9,056
702	Malone–Ft. Covington, Sec. 2	Franklin	1, 27, '08	6.22	14	....	4,090	Approved st.	3	Approved st.	3	Same	Same	100	50,283 45	8,084
703	Malone–Ft. Covington, Sec. 3	Franklin	1, 27, '08	4.19	14	....	3,340	Approved st.	3	Approved st.	....	Same	Same	100	35,252 86	8,414
708	Sidney–Unadilla	Otsego	11, 21, '08	4.60	14	24	*4,587	Approved st.	4	Trap-rock	2	Same	Bit mat.	62	....	....
713	North Tonawanda–Shawnee	Niagara	11, 20, '08	5.13	12	24 to 36	1,315	Limestone	5	Limestone	3	Same	Same	72	....	....
714	Dansville–Mt. Morris, Sec. 1	Livingston	11, 14, '08	5.37	12	22–30	5,830	Local stone	5	Limestone	3	Same	Oil	100	66,014 34	12,311
715	Dansville–Mt. Morris, Part 2	Livingston	4, 4, '10	4.54	14	24	*6,890	Approved st	3½&3	Limestone	3	Same	Same	57	....	....
719	Greenville–Coxsackie, Sec. 2	Greene	2, 11, '08	5.56	14, 16	....	3,600	Approved st.	3	Approved st.	3	Limestone	Bit mat.	100	67,298 02	12,103
720	Sandy Hill–Adamsville	Washing'n	2, 5, '08	5.20	14	28	2,275	Approved st.	3	Trap-rock	....	Same	Same	100	46,337 30	8,911
721	White Creek–County Line	Washing'n	1, 29, '08	3.17	14	26	4,790	Approved st	3	Trap-rock	3	Limestone	Limestone	100	25,607 04	8,078
722	Hebron Town Line–Granville	Washing'n	2, 3, '08	2.06	14	26	3,480	Approved st.	3	Approved st.	3	Same	Same	100	19,442 92	9,438
723	Whitehall–Fort Ann Town Line	Washing'n	11, 14, '08	4.77	14	26	3,840	Approved st.	3	Approved st.	3	Limestone	Oil	100	36,245 97	7,598
724	Greenwich–Battenville	Washing'n	2, 14, '10	3.98	12	24	*4,070	Quartzite	4	Quartzite	2	Same	Bit mat.	67	....	....
725	Grand Central Ave., Sec. 2	Chemung	11, 20, '08	0.90	16, 24	28 to 58	2,970	Limestone	3	Trap-rock	3	Limestone	Oil	100	13,296 51	14,773
726	Chittenango–Oneida, Sec. 2	Madison	2, 11, '08	7.53	12, 16	....	2,050	Limestone	4	Syenite	2	Same & li. st.	Same & li. st.	100	83,250 00	11,055
728	State Line–Orangeburg	Rockland	2, 4, '10	2.82	16	28	*4,730	Approved st.	3½	Trap-rock	2	Same	Bit mat.	59	....	....
729	Shawnee–Cambria	Niagara	4, 6, '10	3.20	12–16	22, 32	*3,400	Limestone	3&4	Limestone	2½	Same	Bit mat.	100	30,481 40	9,525
730	Portville–Olean, Sec. 1	Cattar'g's	1, 3, '08	3.46	16	....	960	Gravel	4	Limestone	4	Sand	Oil	100	37,422 17	10,815
731	Portville–Olean, Sec. 2	Cattar'g's	1, 30, '08	2.06	16	....	1,283	Gravel	4	Limestone	4	Same	Same	100	22,100 00	10,724
732	Ogdensburg–Canton, Sec. 1	St. Law'ce	4, 28, '08	8.79	12	....	*1,239	Limestone	4	Limestone	2	Same	Oil	100	75,590 00	8,595

733	Ogdensburg–Canton, Sec. 2	St. Law'ce	4, 28, '08	8.02	12	....	*1,583	Limestone	4	Limestone	2	Same	Oil	100	80,078 41	9,985
734	Potsdam–Parishville, Sec. 1	St. Law'ce	11, 25, '08	5.12	16–12	24	3,645	Gr or gn	4	Gr or gn	2	50% li & 50% top	Oil	100	47,467 59	9,269
735	Potsdam–Colton	St. Law'ce	2, 16, '10	7.9	14	....	*5,880	Approved st	4	Gran or syen	2	Same	Bit mat	100	93,405 70	11,823
736	North Creek–County Line	Warren	11, 14, '08	4.12	14	26	*10,316	Approved st	....	Approved st	....	Same	Bit mat	100	37,480 33	9,097
737	Cortland–Truxton–Cuyler	Cortland	11, 25, '08	5.79	12, 14	22 to 26	3,060	Limestone	3	Syenite & li st	3	50% li & 50% top	Bit mat	100	62,112 64	10,727
738	Cortland–Truxton Part 1	Cortland	5, 27, '10	6.51	15	26	*3,500	Limestone	4	Limestone	2	Same	Bit mat	20	....	....
740	Sanborn–Pekin	Niagara	4, 4, '10	2.75	16	32	*3,020	Limestone	4	Limestone	2	Same	Bit mat	100	30,834 00	11,212
742	Big Flats–Gibson	Steuben	1, 30, '08	4.33	16	....	2,870	Local stone	4	Limestone	3	Same	Same	100	52,700 00	12,170
743	Babylon–Bay Shore	Suffolk	1, 30, '08	4.08	16	28	2,765	Approved st	3	Trap-rock	3	Same	Same	100	40,537 05	9,936
744	Port Henry–Westport, Sec. 2	Essex	5, 18, '08	4.07	14	28	2,633	Approved st	3	Approved st	3	Same	Same	100	26,729 75	6,568
745	Taylors–Schroon Village	Essex	7, 29, '08	5.46	12, 14	....	4,117	Approved st	3	Approved st	3	Same	Same	100	71,899 56	13,168
746	Carleys Mills–Parish	Oswego	4, 8, '10	1.12	14	26	*4,600	Fieldstone	2	Limestone	2½	Same	Same	100	12,062 02	10,769
747	Delhi–Bloomville	Delaware	12, 5, '08	5.91	16	26 to 32	6,420	Approved st	4	Trap-rock	2	Same	Bit mat	100	89,924 47	15,216
750	Clarence Center	Erie	11, 16, '08	5.95	12	22 to 32	2,054	Limestone	5	Limestone	3	Same	Rock asphalt	91	....	....
751	Aurora–Glenwood, Sec. 2	Erie	5, 27, '10	7.07	16	28	*4,950	Li st concrete	4 &5	Limestone	2	Same, brick	Bit mat	6	....	....
754	Bath–Savona	Steuben	11, 25, '08	1.46	12	....	*3,082	Local stone	5	Limestone	3	Same	Oil	86	12,856 18	8,805
755	Altamont–Knox	Albany	4, 6, '10	4.25	14–16	24–32	*4,865	Approved st	4	Approved st	3	Same	Bit mat	79	....	....
756	Aiden Lair–Newcomb, Sec. 2	Essex	6, 23, '08	7.03	14	....	5,585	Approved st	4	Approved st	4	Same	Oil	100	92,342 46	13,135
761	Deansboro–New Hartford	Oneida	4, 8, '10	6.32	16	25–32	*3,820	Limestone	4	Approved st	3	Same	Bit mat	24	....	....
762	Craryville–State Line	Columbia	2, 16, '10	6.02	16	26	6,700	Dol'mitic li st	3½	Dol'mitic li st	2	Same	Bit mat	68	....	....
768	Ossining–Kitchawan	Westchest	11, 12, '08	5.86	14	24, 28	7,043	Approved st	3	Approved st	3	Same	Oil	100	59,973 52	10,234
769	Amawalk–Woods Bridge	Westchest	11, 20, '08	4.21	14	22 to 28	5,539	Approved st	3	Approved st	3	Same	Bit mat	100	44,591 40	10,592
770	Goldens Bridge–Turk Hill	Westchest	5, 14, '10	3.85	14	28	5,818	Approved st	3	Approved st	3	Same	Bit mat	59	....	....
775	Golden's Bridge–Croton Falls	Westchest	2, 16, '10	4.42	14	24–26	*3,270	Approved st	4	Gran or gn	2½	Same	Bit mat	100	48,714 64	11,021
776	West Plattsburg	Clinton	2, 16, '10	7.26	14	24–28	*3,280	Approved st	4	Sand st or li st	3	Same	Bit mat	100	74,511 30	10,263
780	White Plains–Town Line–Harrison	Westchest	2, 16, '10	2.91	16	28	*4,880	Gran or gn	4	Trap-rock	2½	Same	Bit mat	82	....	....
781	Gilbertsville Village	Otsego	10, 9, '08	0.80	16	26, 28	4,250	Approved st	3	Approved st	3	Same	Same	100	8,865 00	11,081
782	Otego Village	Otsego	9, 23, '08	0.41	14, 16	26, 30	2,480	Approved st	4	Trap-rock	2	Same	Same	100	4,343 90	10,595
783	Milford Village	Otsego	10, 23, '08	0.68	14, 15, 16	26, 28 30, 32 34	2,640	Approved st	4	Trap-rock	2	Same	Same	100	6,547 67	9,629
784	Cooperstown–Three Mile Point	Otsego	11, 13, '08	3.12	14, 16	24, 28 32	5,673	Approved st	3	Limestone	3	Same	Bit mat	100	46,320 76	14,846
786	Cherry Valley–Roseboom	Otsego	4, 6, '10	3.76	14	28	*4,415	Approved st	3½	Limestone	2	Same	Oil	30	....	....
787	East End	Otsego	4, 4, '10	0.47	10	33	*3,640	Concrete	5	....	....	Brick	....	100	7,636 94	16,185
788	South Schenectady–Mariaville	Schen't'y	11, 14, '08	7.32	14	26	5,253	Approved st	3	Limestone	3	Same	Bit mat & oil	100	86,331 10	11,794
789	Mariaville–Montg'y Co Line	Schen't'y	2 16, '10	5.75	14	26 and special	*4,425	Approved st	4	Grit	3	Same	Bit mat	27	....	....
794	Huntington–Amityville, Sec. 1	Suffolk	11, 14, '08	10.14	16, 19	32	2,374	Approved st	3	Trap-rock	3	Same	Bit mat	100	131,358 22	12,954
795	Jeff'nville–Kenoza Lk.–Fost'd'e	Sullivan	11, 20, '08	6.20	14	26	6,000	Approved st	3	Approved st	3	Same	Bit mat	100	82,865 50	13,365
796	Greenville–Coxsackie, Sec. 1	Greene	11, 14, '08	4.62	14, 16	26, 28	4,504	Approved st	3	Approved st	3	Same	Bit mat	100	57,436 19	12,432
797	Hunter–Windham, Part 2	Greene	2, 16, '10	3.39	16	26–32	*4,310	Approved st	3½	App. Catskill sandstone	3	Same	Bit mat	100	47,390 96	13,980
798	Kent–Towner	Putnam	2, 16, '10	2.78	14	26	*8,965	Gneiss	3½	Gneiss	2	Same	Bit mat	100	53,243 37	19,152
801	East Rushford–Gordonv'e Bdge	Allegany	4, 4, '10	4.68	14	24–32	*3,720	Sub-base	2	Limestone	2½	Same	Same	33	....	....
804	Luzerne–Lake George, Sec. 1	Warren	2, 16, '10	7.13	14–16	26 and special	*6,025	Gneiss	4	Gneiss	2	Same	Bit mat	60	....	....

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Continued*).

COUNTY HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS. BOTTOM. Kind of crushed rock.	Thickness.	TOP. Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.	Per cent. completed.	TOTAL COST COMPLETED. Whole.	Per mile.
					Feet.	Feet.										
808	Norwich Village	Chenango	12, 22, '08	1.00	16, 24	26	3,433	Limestone	3	Trap-rock	3	Limestone	Bit mat	100	$20,507 00	$20,507
809	Smyrna Village	Chenango	12, 22, '08	0.70	16 to 44	22–32	4,521	Limestone	3	Limestone	3	Limestone	Bit mat	100	12,843 96	18,348
811	Georgetown–Otselic	Madison	4, 4, '10	2.39	14	26	*4,310	Limestone	3½	Limestone	3½ 2½	Same	Same	100	25,696 97	10,751
812	Canastota–South Bay	Madison	4, 6, '10	4.81	16	28	*2.650	Approved st.	4	Dolomite	2	Same	Bit mat	100	52,163 05	10,844
820	Hogansburg–Bombay	Franklin	2, 16, '10	6.52	14 & 16	28–36	*3,510	Approved st.	3½	Approved st.	3	Same	Oil	100	65,930 82	10,112
821	Saranac Lake–Bloomingdale	Essex	2, 16, '10	5.50	14	24–28	*5,500	Syenite	4	Syenite	2	Same	Bit mat	78		
823	Falls Mills–Callicoon	Sullivan	4, 8, '10	4.82	14	24	*10,350	Approved st.	4	Approved st.	2½	Same	Bit mat	83		
834	Kirkwood River	Broome	4, 4, '10	7.48	14–16	26–28	*4,400	Sub-base	6	Trap	2½	Trap	Oil	100	82,784 35	11,066
841	Crown Point–Port Henry	Essex	2, 16, '10	4.45	16	24–28	*6,110	Approved st.	4	Limestone	2	Same	Bit mat	100	60,903 07	13,686
842	Waterford, Part 1	Saratoga	2, 14, '10	0.27	26		*1,667	Limestone	4	Gravel	2	Gravel	Bit mat	100	4,650 46	17,224
843	Lake George Village	Warren	5, 27, '10	0.17	16	28	*3,110	Approved st.	4	Approved st.	2	Same	Bit mat			
845	Spencer–Candor, Part 1	Tioga	4, 4, '10	4.01	14	24	*4,160	Sub-base	6	Limestone	2½	Same	Same	91		
846	Sag Harbor–East Hampton	Suffolk	4, 8, '10	5.30	16	32	*3,075	Approved st.	4	Trap	2	Same	Bit mat	19		
847	Copenhagen–Lowville, Part 2	Lewis	4, 6, '10	5.74	14	28–32	*4,925	Limestone	4	Limestone	2	Same	Bit mat	11		
848	Long Lake–Grove	Hamilton	4, 6, '10	3.76	14	24	*9,240	Approved st.	3½	Approved st.	2½	Same	Same	100	53,887 35	14,332
849	Altamont Village	Albany	5, 27, '10	1.10	16–36	28	*14,809	Stone	4	Limestone	2	Limestone	Bit mat	18		
850	Caton–Corning	Steuben	4, 4, '10	6.14	14–16	24–26	*4,400	Sandstone Concrete	3½ & 5		2	Same Brick	Oil	71		
851	Hilton Village	Monroe	4, 6, '10	1.11	16	16–32	*3,700	Limestone	3–4	Limestone	2	Same	Bit mat	100	15,000 08	13,513
852	Meridian Village	Cayuga	4, 4, '10	0.81	16	24–28	*5.000	Fieldstone	4	App. syenite	2	App. syenite	Bit mat	67		
853	Batavia–Elba	Genesee	4, 8, '10	4.07	12	22	*1,350	Limestone	3,3½	Limestone	3	Same	Same	100	16,700 86	4,103
854	Castile Center–Perry Center	Wyoming	4, 4, '10	4.50	16	30	*3,230	Limestone	4	Limestone	2	Same	Bit mat	100	56,274 19	12,505
855	Mt. Morris Village	Livingston	4, 6, '10	0.47	16–22	30–45	*6,600	Limestone	3½	Limestone	3	Same	Same	100	8,617 07	18,334
856	Geneseo Village	Livingston	4, 8, '10	1.32	16	32	*2,900	Limestone	4	Limestone	2	Same	Bit mat	100	19,551 91	14,812
857	Roberts Road	Chaut'qua	4, 4, '10	1.62	16	32	*3,470	Concrete	5			Brick		23		
859	Keeseville Village	Clinton and Essex	5, 27, '10	1.24	16–42	28–45	*4,620	Approved st.	4	Approved st.	2	Same	Bit mat	12		
860	Clyde Resort, Part 2	Wayne	5, 27, '10	3.48	10	22 & 28	*1,510	Approved st.	5	Gravel, li st.	2½	Limestone	Limestone	100	21,370 76	6,141
861	Dugway, Part 4	Wayne	5, 27, '10	1.98	10	22	*3,080	Approved st.	5	Li st, gravel	2½	Limestone	Limestone	64		

862	Hamburg Village	Erie	5, 27, '10	0.97	28–30	29–31	*8,750	Concrete	5			Brick		85		
863	Blasdell Village	Erie	5, 27, '10	1.06	14	26–48	*2,840	Concrete	5			Brick		100	24,821 01	23,416
864	Fultonville Village–Fonda V'l'ge	Montg'y	5, 27, '10	0.90	16–34	28–65	*8,090	Concrete Limestone	5 4	 Limestone	8 2	Medina blk Same	 Bit mat			
865	Mt. Kisco Village	Westches'r.	5, 27, '10	3.01	16–24	30–32	*5,720	Concrete App. stone	5 4	 Approved st	 2	Brick Same	 Bit mat	11		
866	Aurora–Glenwood, Part 1	Erie	5, 27, '10	2.01	16	28	*4,180	Concrete Limestone		 Limestone	 2	Brick Limestone	 Bit mat	5		
867	Dansville Village	Livingston	8, 1, '10	1.09	16	32	*2,580	Limestone	4	Limestone	2	Same	Bit mat	79		
868	Dolgeville Village	Herkimer	8, 1, '10	2.06	16–28	28–32	*3,930	Concrete App. stone	5 4	 Syenite	 2	Brick Same	 Bit mat	4		
869	Middleville Village	Herkimer	8, 1, '10	0.69	16	28	*3,040	Dolomite	4	Dolomite	2	Same	Bit mat	14		
870	Herkimer Village, German St	Herkimer	8, 1, '10	1.99	16–25	28–32	*4,300	Concrete App. stone	5 4	Bitulithic Approved st	2 2	Same Same	 Bit mat	25		
872	Portville Village	Cattar'gus	8, 1, '10	0.65	16–29	16–38	*4,450	Limestone Concrete	 5	Limestone	2	Limestone Brick	Bit mat	4		

STATE HIGHWAYS.

5000	Saugerties–Kingston, Part 2	Ulster	2, 14, '10	3.23	16	28–32	2,125	App. li st	4	Limestone	2	Same	Bit mat	100	29,926 00	9,265
5001	Lloyd Town Line–Milton	Ulster	2, 14, '10	1.57	16	26	3,710	Approved st	4	Trap-rock	2	Same	Bit mat	100	22,572 38	14,377
5002	Congers–Long Clove	Rockland	2, 14, '10	1.61	16	26–28	3,790	Approved st	4	Trap-rock	2	Same	Bit mat	100		
5003	Armonk–Byram Lake	Westchest	2, 16, '10	3.44	16	28–32	*6,140	Gneiss	4	Gneiss	2	Same	Bit mat	100	48,758 08	14,174
5004	Blue Stores–Livingston	Columbia	2, 19, '10	2.59	16	28–32	4,000	Quartzite	4	Quartzite	2	Same	Bit mat	100	33,120 05	12,788
5005	Black River–Watertown	Jefferson	2, 18, '10	4.84	16	28	*5,525	Approved st	4	Limestone	2	Same	Bit mat	100		
5006	Croton Falls–Brewster	Putnam	2, 16, '10	1.80	16	28	*7,450	Approved st	4	Approved st	2	Same	Bit mat	19		
5007	Newburgh–Cedar Hill–Cemet'y	Orange	2, 18, '10	3.28	16	28–32	*3,200	Approved st	4	Trap-rock	2	Trap-rock	Bit mat	100	45,000 00	13,719
5008	Jericho Turnpike	Suffolk	4, 7, '10	3.55	16	32	*4,565	Concrete	4	Gravel	2	Gravel	Bit mat	41		
5009	Pawling Village	Dutchess	2, 18, '10	1.67	16	26	*2,750	Approved st	4	Trap-rock	2½	Same	Bit mat	100	24,716 27	14,800
5010	Slingerlands–New Scotland	Albany	2, 18, '10	1.98	16		*4,800	Limestone	4	Limestone	3	Limestone	Bit mat	100		
5011	Ausable Forks–Jay	Essex	2, 16, '10	3.45	16	28–32	*9,280	Approved st	4	Approved st	3	Same	Bit mat	74		
5012	Fleming–Auburn	Cayuga	2, 18, '10	2.75	16	32	3,200	Limestone	4	Trap-rock	2	Trap-rock	Bit mat	100		
5013	Bainbridge–Unadilla, Part 1	Chenango	2, 18, '10	3.62	16–32½	26–35	*5,870	Approved st	4	Trap-rock	2	Same	Bit mat	100	60,620 15	16,746
5014	Chittenango–Oneida, Part 1	Madison	2, 18, '10	3.20	16	28–32	*4,200	Limestone	6 & 4	Syenite	2	Same	Bit mat	90		
5015	Canandaigua Village	Ontario	4, 8, '10	1.19	16–24	16–32	*2.820	Concrete Limestone	5 4	 Limestone	 2	Brick Same	 Bit mat	100		
5016	Camillus–Fairmount	On'daga	2, 18, '10	3.09	16	32	*4,325	Limestone	4	Syenite	2	Same	Bit mat	100	41,544 99	13,445
5017	Clyde–Savanah, Part 2	Wayne	2, 18, '10	2.98	16	28–32	4,430	Limestone	4	Limestone	2	Same	Bit mat	84		
5018	North Reading–Dundee, Part 1	Yates	2, 18, '10	2.00	16	30–32	*4,850	Approved st	5	Limestone	2	Same	Bit mat	100	26,515 82	13,258
5019	Lake Shore–Lackawanna City	Erie	2, 18, '10	1.89	16	28–32	*2,285	Concrete	5			Brick		95		
5020	East Pembroke–Pembroke	Genesee	2, 18, '10	3.46	16	32	3,446	Limestone	4	Limestone	2	Same	Bit mat	100	42,264 76	12,215
5021	Leroy–Caledonia–Mumford	Livingston	2, 18, '10	3.99	16	28–40	*3,200	Limestone	4	Limestone	3 & 2	Same	Bit mat	100	48,174 26	12,074
5022	Binghamton–Windsor, Part 2	Broome	2, 18, '10	3.00	16	26	*6,033	Sub-base	2 & 3	Trap-rock	2	Trap-rock	Bit mat	100	44,813 99	14,938
5023	Cuba–Black Creek, Part 1	Allegany	2, 18, '10	2.83	16	28	*3,920	Approved st	4	Limestone	2	Limestone	Bit mat	81		
5024	Warsaw–Pavillion, Pts. 1 and 5	Wyoming	2, 18, '10	2.66	16	28–32	*5,000	Limestone	4	Limestone	2	Limestone	Bit mat	100	37,020 94	13,918
5025	Albion St.–Holly	Orleans	2, 18, '10	2.46	16	24–32	3,057	Approved st	4	Sandstone	2	Same	Bit mat	100	25,765 81	10,474
5026	Corning–Painted Post	Steuben	2, 18, '10	3.56	16	28–32	*2,780	Approved st	4	Limestone	2	Same	Bit mat	91		
5027	Saugerties–Catskill, Part 3	Greene	2, 16, '10	1.94	16	32	*8,025	Limestone	4	Trap-rock	2	Same	Bit mat	100	31,876 07	16,603

* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

STATE AND COUNTY HIGHWAYS FOR WHICH CONTRACTS HAVE BEEN AWARDED UNDER THE HIGHWAY LAW, JANUARY 1, 1898 TO JANUARY 1, 1911 — (*Concluded*).

STATE HIGHWAYS.

Highway No.	NAME OF HIGHWAY.	County.	Date of contract.	Length in miles.	Width of macadam.	Width of roadway.	Cubic yards excavation per mile.	MATERIALS.						Per cent. complete.	TOTAL COST COMPLETED.	
								BOTTOM.		TOP.						
								Kind of crushed rock.	Thickness.	Kind of crushed rock.	Thickness.	Kind of wearing course.	Kind of binder.		Whole	Per mile.
					Feet.	Feet.										
5028	East Creek–St. Johnsville	Montg'y	2, 14, '10	3.73	16–32	24–38	*8,000	Various	4	Various	Var	Various	Bit mat	26		
5029	Schodack Center–Valatie, Pt. 2	Rensselaer	2, 14, '10	2.70	16	32	*10,600	Approved st	4	Trap	3	Trap	Bit mat	100	$49,368 71	$18,282
5030	Scotia–Wyatts	Schenec'y	2, 16, '10	2.09	16	32	*3,525	Limestone	4	Limestone	2	Same	Bit mat	100	23,504 52	11,246
5031	Malone–Moira, Part 2	Franklin	2, 16, '10	3.00	16	32	*4,370	Approved st	4	Syenite	2	Same	Bit mat	70		
5032	Canton–Potsdam, Part 2	St. Law'ce	2, 16, '10	5.00	16	32	*5,520	Approved st	4	Syenite or grn	2	Same	Bit mat	100	54,401 24	10,880
5033	Salem–Granville, Part 1	Wash'gton	2, 14, '10	2.96	16	30	*3,735	Scr gravel	4	Scr gravel	2	Same	Oil & Bit mat	100	34,375 85	11,614
5034	Vernon Village and Oneida Castle Village	Oneida	2, 18, '10	1.41	16	32	*3,075	Approved st	4	Li or sye	2	Same	Bit mat	100		
5035	Monticello–Liberty, Part 1	Sullivan	2, 18, '10	2.48	16	28	*7,525	Approved st	4	Sandy grit	2½	Same	Bit mat	88		
5036	Lowville–Martinsburg	Lewis	4, 8, '10	2.61	16	32	*8,125	App limest'ne	4	App limest'ne	2	Same	Bit mat	46		
5037	Richfield Sprgs.–Schuyler Lake	Otsego	4, 8, '10	3.51	14	26	*3,750	Approved st	4	Limestone	2	Same	Bit mat	51		
5038	County Line–Hope Center	Hamilton	4, 8, '10	3.00	16	28	*8,700	Approved st	4	Syenite	2	Same	Bit mat	55		
5039	West Berne–Gallupville	Albany and Schoharie	4, 8' '10	4.01	16	26–32	*8,300	Approved st	4	Limestone	3	Limestone	Bit mat	69		
5040	Hoosick Falls Village	Rensselaer	4, 6, '10	1.57	16–32	26–32	*5,600	Approved st	4	Trap	2	Same	Bit mat	100	53,920 94	34,344
5041	Lima–East Bloomfield, Part 2	Ontario	4, 4, '10	2.40	16	32	*5,750	Limestone	4	Limestone	2	Same	Bit mat	100	36,874 95	15,365
5042	Auburn–Seneca Falls, Part 2	Seneca and Cayuga	4, 6, '10	3.33	16	32	12,160	App limest'ne	4	Limestone	2	Same	Bit mat	20		
5043	Ithaca–Danby, Part 1	Tompkins	4, 8, '10	2.59	16	28	3,900	Approved st	4	Trap-rock	2	Limestone Same	Same Bit mat	59		
5044	Mexico–Union Square, Part 1	Oswego	4, 4, '10	3.50	16	26–32	3,670	Approved st	4	Approved st	2	Same	Bit mat	100	39,213 41	11,204
5045	Deposit–Hales Eddy	Delaware	4, 4, '10	3.04	16	26	8,320	Approved st	4	Trap-rock	2	Same	Bit mat	71		
5046	Scottsville–Mumford	Monroe	4, 4, '10	5.78	16	28–32	3,960	Approved st	4	Limestone	2	Same	Bit mat	48		
5047	Watkins–Montour Falls	Schuyler	4, 4, '10	1.64	16	28	3,840	Approved st	4	Trap-rock	2	Same	Bit mat	100	23,980 50	14,622
5048	Lowman–Waverly, Part 1	Chemung	4, 4, '10	2.51	16	28–33	*4,590	Approved st	4	Trap-rock	2	Same	Bit mat	85		
5049	Waverly–Owego, Part 1	Tioga	4, 6, '10	2.58	16	28	*4,000	Approved st	4	Trap-rock	2	Same	Bit mat	100	30,437 49	11,797
5050	Casper Creek–Wappinger Falls	Dutchess	4, 8, '10	2.14	16	28	*6,150	Approved st	4	Limestone	2	Same	Bit mat	66		
5051	Little Neck–Old Westbury, Pt 3	Nassau	4, 8, '10	1.96	16	28–32	*5,190	Trap-rock	4	Trap-rock	2	Same	Bit mat	35		
5052	New Hartford Village	Oneida	4, 6, '10	0.65	18–28	18–28	*5,075	Concrete	5			Brick		48		

5053	Levant–Poland Center........	Chaut'qua	4, 6, '10	2.54	16	28–32	*4,725	Limestone...	4	Limestone...	2	Limestone...	Bit mat.....	91	....	....
5054	Eighteen Mile Creek..........	Erie......	4, 4, '10	2.00	16	28–32	*6,600	Limestone...	4	Limestone...	2	Same.......	Bit mat.....	53	....	....
5055	Riverside–Wevertown.........	Warren....	4, 8, '10	1.63	16	28–30	*15,025	Gneiss......	4	Gneiss......	2	Same.......	Bit mat.....	43	....	....
5056	Keeseville–Ausable Chasm.....	Clinton....	5, 27, '10	2.26	16	28–32	*3,382	Approved st.	....	Approved st.	3	Same.......	Bit mat.....	81	....	....
5057	Norwich Village..............	Chenango .	5, 27, '10	0.51	16–32	26–34	*3,140	Limestone...	4	Trap-rock...	2	Trap-rock...	Bit mat.....	27	....	....
5058	Homer Village...............	Cortland..	5, 27, '10	2.01	16–21 26–32	26–54	*4,670	Scr gravel... Limestone... Concrete....	4 4 5	Scr gravel... Trap-rpck...	2 2	Same....... Same....... Brick.......	Bit mat... Bit mat...	... 57 ...	....	....
5059	Whitesboro Village...........	Oneida....	5. 27, '10	1.60	24–28	35–39	*7,875	Concrete....	5	Bitulithic....	2	Same.......	Same.......	87	....	....
5060	Herkimer Village, E. Albany St.	Herkimer..	5, 27, '10	0.77	19–27	32	*7,987	Concrete.... Approved st.	5 4	.... Syenite......	 2	Brick....... Same.......	.... Bit mat.....	32	....	....
5061	Williamsville Village..........	Erie......	8, 1, '10	1.08	26	16–26	*3,165	Concrete....	5	....	....	Brick.......	....	...	....	....
5062	Ballston–Ballston Lake, Part 1.	Saratoga...	5, 27, '10	2.74	16–59	30, varies 65	*4,585	Approved st.	4	Approved st.	2	Same.......	Bit mat.....	46	....	....
5063	Niagara Falls–Buffalo, Part 1..	Niagara...	5, 27, '10	2.50	16	39–43	*5,400	Concrete....	5	....	....	Brick.......	....	7	....	....
5064	Middleville Village and Newport Village...............	Herkimer..	5, 27, '10	1.57	16	16–32	*3,570	Approved st.	4	Dolomite....	2	Same.......	Bit mat.....	100	18,795 01	11,971
5065	Northville Village–North......	Fulton....	5, 27, '10	2.43	16	28–32	*7,500	Approved st.	4	Syenite......	3	Same.......	Bit mat.....	33	....	....
5066	Olean–Hinsdale, Part 1........	Cattar'gus	5, 27, '10	2.94	16	28–32	*4,600	Approved st.	4	Limestone...	2	Limestone...	Bit mat.....	100	33,345 54	11,342
5067	Falconer Village..............	Chaut'qua	5, 27, '10	1.06	36–42–45	36–45	*5,300	Concrete....	5	....	....	Brick.......	....	74	....	....
5068	Lake George Village..........	Warren....	5, 27, '10	1.48	16–45	28–48	*4,430	Approved st.	4	Approved st.	2	Same.......	Bit mat.....	77	....	....
5069	Poland Vil'ge–Cold Brook Vil'ge	Herkimer..	8, 1, '10	2.04	16	28	*3,650	Dolomite....	4	Dolomite....	2	Same.......	Bit mat.....	...	....	....
070	Clyde–Savanah, Part 1........	Wayne....	8, 1, '10	0.62	....	....	*20,160	....	....	....	....	....	....	19	....	....

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* Yardage based on Preliminary Estimate, all others taken from Final Estimate.

APPENDIX R.

STATEMENT IN CONSECUTIVE NUMERICAL ORDER SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1*	Troy and Schenectady	Schenectady	0.60	2.000	......	....
2	Buffalo—Hamburg	Erie	......	6.480	......	....
3	Deerfield	Oneida	......	2.250	......	....
4	Lebanon—Pittsfield	Columbia	......	1.250	......	....
5	East Avenue	Monroe	......	2.450	......	....
6	Ridge Road	Monroe	......	6.530	......	....
7	Delaware Turnpike	Albany	......	1.040	......	....
8	Cortland Street	Onondaga	......	1.200	......	....
9	James Street	Onondaga	......	.580	......	....
10	Troy and Brunswick, Sec. 1	Rensselaer	......	1.000	......	....
11	Troy and Greenbush, Sec. 1	Rensselaer	......	1.030	......	....
12§	Waterford, Sec. 1	Saratoga	......	......	......	....
13	Southport, Sec. 1	Chemung	......	2.600	......	....
14	Frankfort	Herkimer	......	1.110	......	....
15	Hudson Avenue	Monroe	......	.630	......	....
16	Ulster—Delaware, Sec. 1	Ulster	......	5.660	......	....
17	Hastings—Ardsley	Westchester	......	.600	......	....
18†	Ardsley—Elmsford, Sec. 1	Westchester	0.480	3.060	......	....
19¶	Mamaroneck—White Plains	Westchester	1.025	2.800	......	....
20	White Plains—Cross Road	Westchester	......	3.770	......	....
21‡	Sauquoit Creek	Oneida	1.330	1.330	......	....

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§ Plans for Highway No. 12 were not approved by Board of Supervisors when presented, and this number is therefore void.
* Part in City of Schenectady.
‡ Included in Village of Yorkville.
† Part in Village of Elmsford.
¶ Part in City of New Rochelle.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
22	Loudon	Albany		3.410		
23	River Road	Erie		1.450		
24§	Delaware River Road	Delaware				
25	Troy and Brunswick, Sec. 2	Rensselaer		3.050		
26	Troy and Greenbush, Sec. 2	Rensselaer		2.590		
27	Orchard Park	Erie		1.155		
28	Southport, Sec. 2	Chemung		3.408		
29	Southport, Sec. 3	Chemung		1.060		
30	South Broadway	Chemung		1.021		
31	Ulster—Delaware, Sec. 3	Ulster		5.720		
32	Amsterdam—Minaville, Sec. 1	Montgomery		2.650		
33	Gloversville—Mayfield	Fulton		4.040		
34‡	Ardsley—Elmsford, Sec. 2	Westchester	1.020	2.160		
35	White Plains—Armonk	Westchester		3.210		
36	Griffins Corners	Delaware		1.570		
37	Saugerties—Woodstock, Sec. 1	Ulster		4.000		
38	Saugerties—Woodstock, Sec. 2	Ulster		4.900		
39	Waterford, Sec. 1	Saratoga		1.510		
40	Cuyler	Cortland		.470		
41	Delaware Turnpike, Sec. 2	Albany		2.740		
42	Newburg—Woodbury	Orange		11.000		
43	Cochecton Turnpike, Sec. 2	Orange		7.550		
44	Goshen—Florida	Orange		4.220		
45	Middletown—Pine Bush	Orange		9.250		

46	Turners—Monroe	Orange	......	1.520	......	....
47	Chenango River	Broome	......	1.750	......	....
48	West Lake	Onondaga	......	1.000	......	....
49	Fabius—Apulia, Sec. 1	Onondaga	......	2.000	......	....
50	Armonk—Mt. Kisco	Westchester	......	4.450	......	....
51	Mt. Kisco—Bedford	Westchester	......	5.040	......	....
52	Unionville—McKeels Corners	Westchester	......	3.690	......	....
53†	McKeels Corners—Briar Cliff	Westchester	0.950	1.760	......	....
54†	Briar Cliff Manor—Echo Lake	Westchester	1.310	2.650	......	....
55	Hoags Corners	Rensselaer	......	3.150	......	....
56	Plattsburg—Keeseville, Sec. 1	Clinton	......	2.820	......	....
57	Windsor, Sec. 1	Clinton	......	1.000	......	....
58	Glens Falls—Saratoga, Sec. 1	Saratoga	......	6.060	......	....
59	Waterford, Sec. 2	Saratoga	......	5.030	......	....
60	Fairport	Monroe	......	3.036	......	....
61	Pittsford	Monroe	......	1.304	......	....
62	West Henrietta	Monroe	......	6.237	......	....
63	Scottsville, Sec. 1	Monroe	......	2.250	......	....
64	Walden—Scott Corners	Orange	......	1.840	......	....
65	Montgomery—Goshen	Orange	......	7.950	......	....
66	Orchard Park, Sec. 2	Erie	......	.952	......	....
67	Orchard Park, Sec. 3	Erie	......	3.410	......	....
68	Orchard Park, Sec. 4	Erie	......	1.170	......	....
69	Main Street, Sec. 1	Erie	......	3.415	......	....
70‖	Crane Street	Schenectady	......	......	......	....
71	Utica—Paris	Oneida	......	4.630	......	....

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§ Plans for Highway No. 24 were not approved by Board of Supervisors when presented, and this number is therefore void.

‖ This Highway was included within corporate limits of city of Schenectady after approval of plans and before construction, and therefore could not then be built. (See Sec. 1, Chap. 115, Laws 1898.)

† Part in Village of Briar Cliff Manor.

‡ Part in Village of Elmsford.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
72	Catskill Turnpike, Sec. 1	Tompkins	......	1.870	......	....
73	Quaker Street, Sec. 1	Schenectady	......	1.180	......	....
74	Marcellus—Marietta	Onondaga	......	1.000	......	....
75	Fabius—Apulia, Sec. 2	Onondaga	......	.860	......	....
76	Lafayette	Onondaga	......	1.000	......	....
77	Albia—Wynantskill	Rensselaer	......	1.500	......	....
78	Clifton, Sec. 1	Monroe	......	3.623	......	....
79	Scottsville, Sec. 2	Monroe	......	7.585	......	....
80	Hamlin, Sec. 1	Monroe	......	4.637	......	....
81	Hamlin, Sec. 2	Monroe	......	4.057	......	....
82	Buffalo, Sec. 1	Monroe	......	.364	......	....
83	Buffalo, Sec. 2	Monroe	......	5.089	......	....
84	Troy and Brunswick, Sec. 3	Rensselaer	......	2.460	......	....
85	Fort Edward—Sandy Hill	Washington	......	.920	......	....
86	Big Tree	Erie	......	4.004	......	....
87	Main Street, Sec. 2	Erie	......	1.926	......	....
88	Transit, Sec. 1	Erie	......	4.283	......	....
89	Transit, Sec. 2	Erie	......	4.063	......	....
90	Grassy Point	Rockland	......	2.830	......	....
91	Nyack Turnpike	Rockland	......	3.900	......	....
92	Delmar—Slingerland	Albany	......	1.740	......	....
93	Florida—Warwick	Orange	......	4.670	......	....
94	Monroe Avenue	Monroe	......	4.035	......	....
95	Middletown—Goshen	Orange	......	5.700	......	....

96	Amsterdam—Minaville, Sec. 2	Montgomery	......	.644	......	....
97	Shunpike	Washington	......	3.610	......	....
98	Webster, Sec. 1	Monroe	......	1.576	......	....
99	Webster, Sec. 2	Monroe	......	2.960	......	....
100	Webster, Sec. 3	Monroe	......	3.398	......	....
101	Webster, Sec. 4	Monroe	......	2.879	......	....
102	Barracks	Rensselaer	......	2.050	......	....
103	Granville—Middle Granville	Washington	......	1.310	......	....
104	Granville—Troy Stage	Washington	......	1.250	......	....
105	Quaker Street, Sec. 2	Schenectady	......	.349	......	....
106	Quaker Street, Sec. 3	Schenectady	......	.132	......	....
107	Fultonville—Glen	Montgomery	......	3.660	......	....
108*	West Mohawk River	Montgomery	1.430	3.250	......	....
109	Argersinger	Fulton	......	2.300	......	....
110	Briggs	Fulton	......	2.250	......	....
111	Blodgett's Mills	Cortland	......	.750	......	....
112	Norwich—Plymouth	Chenango	......	4.840	......	....
113	Cochecton Turnpike, Sec. 1	Orange	......	2.290	......	....
114	Middletown—Pine Bush, Sec. 2	Orange	......	1.210	......	....
115	Central Valley—Turner, Sec. 1	Orange	......	2.620	......	....
116	Kingston—Rifton	Ulster	......	5.070	......	....
117	Ulster—Delaware, Sec. 2	Ulster	......	5.090	......	....
118	Shandaken—Hurley, Sec. 1	Ulster	......	4.000	......	....
119	Loudon, Sec. 2	Albany	......	3.920	......	....
120	Canajoharie—Sharon Springs	Montgomery	......	4.140	......	....
121	Fabius—Apulia, Sec. 3	Onondaga	......	1.160	......	....
122	East Lake	Onondaga	......	1.000	......	....
123	Preble—Homer	Cortland	......	1.230	......	....

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* Part in Village of Akin.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
124	North Road	Albany	......	1.840	......	....
125	Lestershire	Broome	......	2.960	......	....
126	Town Line Extension	Broome	......	1.970	......	....
127	Park Bridge	Broome	......	2.080	......	....
128	Aurora—Buffalo	Erie	......	5.573	......	....
129	River, Secs. 2 and 3	Erie	......	3.015	......	....
130	Main Street, Sec. 3	Erie	......	5.625	......	....
131	Main Street, Sec. 4	Erie	......	6.581	......	....
132	Genesee Turnpike	Onondaga	......	1.130	......	....
133	Little Falls—Dolgeville	Herkimer	......	2.290	......	....
134	Fenton	Broome	......	2.170	......	....
135	Violet Avenue	Dutchess	......	3.290	......	....
136	Windsor, Sec. 2	Clinton	......	1.750	......	....
137	Plattsburg—Keeseville, Sec. 2	Clinton	......	4.520	......	....
138	Plattsburg—Mooers, Sec. 1	Clinton	......	7.570	......	....
139	Hamilton Bridge	Oneida	......	1.290	......	....
140	Seneca Turnpike	Oneida	......	2.280	......	....
141	Kingston—Ellenville, Sec. 3	Ulster	......	6.820	......	....
142	Saugerties—Woodstock, Sec. 3	Ulster	......	2.850	......	....
143	Echo Lake—Pines Bridge	Westchester	......	3.140	......	....
144	Bedford—Cross River	Westchester	......	5.300	......	....
145	Delaware River	Delaware	......	1.000	......	....
146	Geneva—Canandaigua	Ontario	......	5.624	......	....
147	Burr's Mills	Jefferson	......	3.920	......	....

148....	Pines Bridge—Yorktown Heights	Westchester	......	3.490	......	....
149....	Yorktown Heights—Putnam County Line	Westchester	......	6.620	......	....
150....	Cross River—Turk Hill	Westchester	......	3.270	......	....
151....	Turk Hill—Putnam County Line	Westchester	......	5.990	......	....
152....	Fonda East	Montgomery	......	2.500	......	....
153....	Newburgh—Campbell Hall	Orange	......	13.380	......	....
154....	Chester—Vail's Gate	Orange	......	11.490	......	....
155....	Fonda West	Montgomery	......	2.500	......	....
156....	Chester—Goshen	Orange	......	3.100	......	....
157....	Woodbury—Central Valley	Orange	......	3.480	......	....
158....	Northampton	Montgomery	......	.700	......	....
159....	Middletown—Slate Hill	Orange	......	3.490	......	....
160....	Slate Hill—Unionville	Orange	......	8.380	......	....
161....	Newburgh—Shawangunk	Orange	......	8.610	......	....
162....	Oneonta	Otsego	......	1.390	......	....
163....	Broadway—Fort Hunter	Schenectady	......	1.710	......	....
164*§...	Downsville	Delaware	......	......	......	4.200
165....	Little Ridge, Sec. 2	Monroe	......	2.062	......	....
166....	Penfield Road, Sec. 1	Monroe	......	3.632	......	....
167....	Penfield Road, Sec. 2	Monroe	......	5.313	......	....
168....	Dugway Road, Sec. 1	Monroe	......	3.306	......	....
169....	Dugway Road, Sec. 2	Monroe	......	4.019	......	....
170....	Dugway Road, Sec. 3	Monroe	......	2.880	......	....
171....	Lake, Sec. 1	Monroe	......	2.000	......	....
172....	Portland Avenue, Sec. 1	Monroe	......	.703	......	....
173....	Hudson Avenue, Sec. 2	Monroe	......	.995	......	....
174†....	Endicott	Broome	0.920	2.170	......	....

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§ Advertised several times but no proposals could be obtained within appropriation.
* Not indicated on map approved by Legislature.
† Part in Village of Endicott.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
175	Chenango Tow Path	Broome	......	1.840	......	....
176	Albany—Schenectady	Albany	......	2.310	......	....
177	Schoharie, Secs. 1 and 2	Albany	......	5.000	......	....
178	Delaware Turnpike, Sec. 3	Albany	......	7.380	......	....
179	Schenectady—Albany	Schenectady	......	2.350	......	....
180	East Mohawk Turnpike	Montgomery	......	2.820	......	....
181	Watertown—Sacketts Harbor—Henderson, Sec. 1	Jefferson	......	6.040	......	....
182	Redwood—Alexandria Bay, Sec. 1	Jefferson	......	2.980	......	....
183	Adams—Henderson, Sec. 1	Jefferson	......	3.030	......	....
184	Pierrepont Manor—Ellisburg	Jefferson	......	2.960	......	....
185	State	Jefferson	......	1.000	......	....
186	Depot	Jefferson	......	.990	......	....
187	Bristol	Ontario	......	1.720	......	....
188	Bristol Valley	Ontario	......	4.830	......	....
189	East Side Lake, Sec. 2	Ontario	......	1.286	......	....
190	East Side Lake, Sec. 1	Ontario	......	2.368	......	....
191	Honeoye—Hemlock	Ontario	......	4.549	......	....
192	Beaver Dam	Albany	......	3.540	......	....
193	River	Albany	......	8.130	......	....
194	Sand Lake—Troy	Rensselaer	......	1.490	......	....
195	Wynantskill—West Sand Lake	Rensselaer	......	4.010	......	....
196	East Nassau	Rensselaer	......	3.020	......	....
197	Brick Church—Rock Hollow	Rensselaer	......	3.330	......	....
198	Delaware Turnpike, Sec. 4	Albany	......	6.527	......	....

199	Delaware Turnpike, Sec. 5	Albany	......	7.880	......	....
200	Old Northern Turnpike	Rensselaer	......	2.750	......	....
201	Troy—Poestenkill	Rensselaer	......	3.600	......	....
202	Boston—Albany	Rensselaer	......	5.424	......	....
203	Gorham—Stanley	Ontario	......	2.197	......	....
204	Naples—Atlanta	Ontario	......	.585	......	....
205	Naples—Woodville	Ontario	......	3.451	......	....
206	Reed's Corners	Ontario	......	2.220	......	....
207	Geneva—Canandaigua, Sec. 2	Ontario	......	6.213	......	....
208	Cortland—Homer	Cortland	......	.540	......	....
209	Nineveh	Broome	......	.930	......	....
210	Harpursville	Broome	......	.850	......	....
211	Center Village	Broome	......	.570	......	....
212	Ouaquaga	Broome	......	1.010	......	....
213	River Road —Windsor, Sec. 2	Broome	......	2.830	......	....
214	River Road —Windsor, Sec. 1	Broome	......	1.870	......	....
215	Dryden	Cortland	......	2.000	......	....
216	Roxbury	Delaware	......	.950	......	....
217	Grand Gorge	Delaware	......	1.000	......	....
218	Greene—Smithville Flats	Chenango	......	4.680	......	....
219	Richfield Springs—Cherry Valley	Otsego	......	.680	......	....
220	Worcester	Otsego	......	.980	......	....
221	Edmeston	Otsego	......	.500	......	....
222	Hughsonville	Dutchess	......	3.467	......	....
223	South	Dutchess	......	3.904	......	....
224	Oxford—McDonough	Chenango	......	5.820	......	....
225	Guilford	Chenango	......	5.750	......	....
226‖	Kinneys Corners	Yates	......	......	......	....

‖ Board of Supervisors rescinded resolution of approval prior to amendment to Chapter 115, Laws of 1898, prohibiting such action.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
1*	Troy and Schenectady	Schenectady	0.60	2.000	......	....
2	Buffalo—Hamburg	Erie	......	6.480	......	....
3	Deerfield	Oneida	......	2.250	......	....
4	Lebanon—Pittsfield	Columbia	......	1.250	......	....
5	East Avenue	Monroe	......	2.450	......	....
6	Ridge Road	Monroe	......	6.530	......	....
7	Delaware Turnpike	Albany	......	1.040	......	....
8	Cortland Street	Onondaga	......	1.200	......	....
9	James Street	Onondaga	......	.580	......	....
10	Troy and Brunswick, Sec. 1	Rensselaer	......	1.000	......	....
11	Troy and Greenbush, Sec. 1	Rensselaer	......	1.030	......	....
12§	Waterford, Sec. 1	Saratoga	......	......	......	....
13	Southport, Sec. 1	Chemung	......	2.600	......	....
14	Frankfort	Herkimer	......	1.110	......	....
15	Hudson Avenue	Monroe	......	.630	......	....
16	Ulster—Delaware, Sec. 1	Ulster	......	5.660	......	....
17	Hastings—Ardsley	Westchester	......	.600	......	....
18†	Ardsley—Elmsford, Sec. 1	Westchester	0.480	3.060	......	....
19¶	Mamaroneck—White Plains	Westchester	1.025	2.800	......	....
20	White Plains—Cross Road	Westchester	......	3.770	......	....
21‡	Sauquoit Creek	Oneida	1.330	1.330	......	....

---

§ Plans for Highway No. 12 were not approved by Board of Supervisors when presented, and this number is therefore void.
* Part in City of Schenectady.
‡ Included in Village of Yorkville.
† Part in Village of Elmsford.
¶ Part in City of New Rochelle.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — *(Cont'd)*.

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
22	Loudon	Albany	......	3.410	......	....
23	River Road	Erie	......	1.450	......	....
24§	Delaware River Road	Delaware	......	......	......	....
25	Troy and Brunswick, Sec. 2	Rensselaer	......	3.050	......	....
26	Troy and Greenbush, Sec. 2	Rensselaer	......	2.590	......	....
27	Orchard Park	Erie	......	1.155	......	....
28	Southport, Sec. 2	Chemung	......	3.408	......	....
29	Southport, Sec. 3	Chemung	......	1.060	......	....
30	South Broadway	Chemung	......	1.021	......	....
31	Ulster—Delaware, Sec. 3	Ulster	......	5.720	......	....
32	Amsterdam—Minaville, Sec. 1	Montgomery	......	2.650	......	....
33	Gloversville—Mayfield	Fulton	......	4.040	......	....
34‡	Ardsley—Elmsford, Sec. 2	Westchester	1.020	2.160	......	....
35	White Plains—Armonk	Westchester	......	3.210	......	....
36	Griffins Corners	Delaware	......	1.570	......	....
37	Saugerties—Woodstock, Sec. 1	Ulster	......	4.000	......	....
38	Saugerties—Woodstock, Sec. 2	Ulster	......	4.900	......	....
39	Waterford, Sec. 1	Saratoga	......	1.510	......	....
40	Cuyler	Cortland	......	.470	......	....
41	Delaware Turnpike, Sec. 2	Albany	......	2.740	......	....
42	Newburg—Woodbury	Orange	......	11.000	......	....
43	Cochecton Turnpike, Sec. 2	Orange	......	7.550	......	....
44	Goshen—Florida	Orange	......	4.220	......	....
45	Middletown—Pine Bush	Orange	......	9.250	......	....

46	Turners—Monroe	Orange	......	1.520	......	....
47	Chenango River	Broome	......	1.750	......	....
48	West Lake	Onondaga	......	1.000	......	....
49	Fabius—Apulia, Sec. 1	Onondaga	......	2.000	......	....
50	Armonk—Mt. Kisco	Westchester	......	4.450	......	....
51	Mt. Kisco—Bedford	Westchester	......	5.040	......	....
52	Unionville—McKeels Corners	Westchester	......	3.690	......	....
53†	McKeels Corners—Briar Cliff	Westchester	0.950	1.760	......	....
54†	Briar Cliff Manor—Echo Lake	Westchester	1.310	2.650	......	....
55	Hoags Corners	Rensselaer	......	3.150	......	....
56	Plattsburg—Keeseville, Sec. 1	Clinton	......	2.820	......	....
57	Windsor, Sec. 1	Clinton	......	1.000	......	....
58	Glens Falls—Saratoga, Sec. 1	Saratoga	......	6.060	......	....
59	Waterford, Sec. 2	Saratoga	......	5.030	......	....
60	Fairport	Monroe	......	3.036	......	....
61	Pittsford	Monroe	......	1.304	......	....
62	West Henrietta	Monroe	......	6.237	......	....
63	Scottsville, Sec. 1	Monroe	......	2.250	......	....
64	Walden—Scott Corners	Orange	......	1.840	......	....
65	Montgomery—Goshen	Orange	......	7.950	......	....
66	Orchard Park, Sec. 2	Erie	......	.952	......	....
67	Orchard Park, Sec. 3	Erie	......	3.410	......	....
68	Orchard Park, Sec. 4	Erie	......	1.170	......	....
69	Main Street, Sec. 1	Erie	......	3.415	......	....
70‖	Crane Street	Schenectady	......	......	......	....
71	Utica—Paris	Oneida	......	4.630	......	....

---

§ Plans for Highway No. 24 were not approved by Board of Supervisors when presented, and this number is therefore void.

‖ This Highway was included within corporate limits of city of Schenectady after approval of plans and before construction, and therefore could not then be built. (See Sec. 1, Chap. 115, Laws 1898.)

† Part in Village of Briar Cliff Manor.

‡ Part in Village of Elmsford.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
72	Catskill Turnpike, Sec. 1	Tompkins	......	1.870	......	....
73	Quaker Street, Sec. 1	Schenectady	......	1.180	......	....
74	Marcellus—Marietta	Onondaga	......	1.000	......	....
75	Fabius—Apulia, Sec. 2	Onondaga	......	.860	......	....
76	Lafayette	Onondaga	......	1.000	......	....
77	Albia—Wynantskill	Rensselaer	......	1.500	......	....
78	Clifton, Sec. 1	Monroe	......	3.623	......	....
79	Scottsville, Sec. 2	Monroe	......	7.585	......	....
80	Hamlin, Sec. 1	Monroe	......	4.637	......	....
81	Hamlin, Sec. 2	Monroe	......	4.057	......	....
82	Buffalo, Sec. 1	Monroe	......	.364	......	....
83	Buffalo, Sec. 2	Monroe	......	5.089	......	....
84	Troy and Brunswick, Sec. 3	Rensselaer	......	2.460	......	....
85	Fort Edward—Sandy Hill	Washington	......	.920	......	....
86	Big Tree	Erie	......	4.004	......	....
87	Main Street, Sec. 2	Erie	......	1.926	......	....
88	Transit, Sec. 1	Erie	......	4.283	......	....
89	Transit, Sec. 2	Erie	......	4.063	......	....
90	Grassy Point	Rockland	......	2.830	......	....
91	Nyack Turnpike	Rockland	......	3.900	......	....
92	Delmar—Slingerland	Albany	......	1.740	......	....
93	Florida—Warwick	Orange	......	4.670	......	....
94	Monroe Avenue	Monroe	......	4.035	......	....
95	Middletown—Goshen	Orange	......	5.760	......	....

96	Amsterdam—Minaville, Sec. 2	Montgomery	......	.644	......	....
97	Shunpike	Washington	......	3.610	......	....
98	Webster, Sec. 1	Monroe	......	1.576	......	....
99	Webster, Sec. 2	Monroe	......	2.960	......	....
100	Webster, Sec. 3	Monroe	......	3.398	......	....
101	Webster, Sec. 4	Monroe	......	2.879	......	....
102	Barracks	Rensselaer	......	2.050	......	....
103	Granville—Middle Granville	Washington	......	1.310	......	....
104	Granville—Troy Stage	Washington	......	1.250	......	....
105	Quaker Street, Sec. 2	Schenectady	......	.349	......	....
106	Quaker Street, Sec. 3	Schenectady	......	.132	......	....
107	Fultonville—Glen	Montgomery	......	3.660	......	....
108*	West Mohawk River	Montgomery	1.430	3.250	......	....
109	Argersinger	Fulton	......	2.300	......	....
110	Briggs	Fulton	......	2.250	......	....
111	Blodgett's Mills	Cortland	......	.750	......	....
112	Norwich—Plymouth	Chenango	......	4.840	......	....
113	Cochecton Turnpike, Sec. 1	Orange	......	2.290	......	....
114	Middletown—Pine Bush, Sec. 2	Orange	......	1.210	......	....
115	Central Valley—Turner, Sec. 1	Orange	......	2.620	......	....
116	Kingston—Rifton	Ulster	......	5.070	......	....
117	Ulster—Delaware, Sec. 2	Ulster	......	5.090	......	....
118	Shandaken—Hurley, Sec. 1	Ulster	......	4.000	......	....
119	Loudon, Sec. 2	Albany	......	3.920	......	....
120	Canajoharie—Sharon Springs	Montgomery	......	4.140	......	....
121	Fabius—Apulia, Sec. 3	Onondaga	......	1.160	......	....
122	East Lake	Onondaga	......	1.000	......	....
123	Preble—Homer	Cortland	......	1.230	......	....

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* Part in Village of Akin.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
124	North Road	Albany		1.840		
125	Lestershire	Broome		2.960		
126	Town Line Extension	Broome		1.970		
127	Park Bridge	Broome		2.080		
128	Aurora—Buffalo	Erie		5.573		
129	River, Secs. 2 and 3	Erie		3.015		
130	Main Street, Sec. 3	Erie		5.625		
131	Main Street, Sec. 4	Erie		6.581		
132	Genesee Turnpike	Onondaga		1.130		
133	Little Falls—Dolgeville	Herkimer		2.290		
134	Fenton	Broome		2.170		
135	Violet Avenue	Dutchess		3.290		
136	Windsor, Sec. 2	Clinton		1.750		
137	Plattsburg—Keeseville, Sec. 2	Clinton		4.520		
138	Plattsburg—Mooers, Sec. 1	Clinton		7.570		
139	Hamilton Bridge	Oneida		1.290		
140	Seneca Turnpike	Oneida		2.280		
141	Kingston—Ellenville, Sec. 3	Ulster		6.820		
142	Saugerties—Woodstock, Sec. 3	Ulster		2.850		
143	Echo Lake—Pines Bridge	Westchester		3.140		
144	Bedford—Cross River	Westchester		5.300		
145	Delaware River	Delaware		1.000		
146	Geneva—Canandaigua	Ontario		5.624		
147	Burr's Mills	Jefferson		3.920		

148	Pines Bridge—Yorktown Heights	Westchester	......	3.490	......	....
149	Yorktown Heights—Putnam County Line	Westchester	......	6.620	......	....
150	Cross River—Turk Hill	Westchester	......	3.270	......	....
151	Turk Hill—Putnam County Line	Westchester	......	5.990	......	....
152	Fonda East	Montgomery	......	2.500	......	....
153	Newburgh—Campbell Hall	Orange	......	13.380	......	....
154	Chester—Vail's Gate	Orange	......	11.490	......	....
155	Fonda West	Montgomery	......	2.500	......	....
156	Chester—Goshen	Orange	......	3.100	......	....
157	Woodbury—Central Valley	Orange	......	3.480	......	....
158	Northampton	Montgomery	......	.700	......	....
159	Middletown—Slate Hill	Orange	......	3.490	......	....
160	Slate Hill—Unionville	Orange	......	8.380	......	....
161	Newburgh—Shawangunk	Orange	......	8.610	......	....
162	Oneonta	Otsego	......	1.390	......	....
163	Broadway—Fort Hunter	Schenectady	......	1.710	......	....
164*§	Downsville	Delaware	......	......	......	4.200
165	Little Ridge, Sec. 2	Monroe	......	2.062	......	....
166	Penfield Road, Sec. 1	Monroe	......	3.632	......	....
167	Penfield Road, Sec. 2	Monroe	......	5.313	......	....
168	Dugway Road, Sec. 1	Monroe	......	3.306	......	....
169	Dugway Road, Sec. 2	Monroe	......	4.019	......	....
170	Dugway Road, Sec. 3	Monroe	......	2.880	......	....
171	Lake, Sec. 1	Monroe	......	2.000	......	....
172	Portland Avenue, Sec. 1	Monroe	......	.703	......	....
173	Hudson Avenue, Sec. 2	Monroe	......	.995	......	....
174†	Endicott	Broome	0.920	2.170	......	....

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§ Advertised several times but no proposals could be obtained within appropriation.
* Not indicated on map approved by Legislature.
† Part in Village of Endicott.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
175	Chenango Tow Path	Broome	......	1.840	......	....
176	Albany—Schenectady	Albany	......	2.310	......	....
177	Schoharie, Secs. 1 and 2	Albany	......	5.000	......	....
178	Delaware Turnpike, Sec. 3	Albany	......	7.380	......	....
179	Schenectady—Albany	Schenectady	......	2.350	......	....
180	East Mohawk Turnpike	Montgomery	......	2.820	......	....
181	Watertown—Sacketts Harbor—Henderson, Sec. 1	Jefferson	......	6.040	......	....
182	Redwood—Alexandria Bay, Sec. 1	Jefferson	......	2.980	......	....
183	Adams—Henderson, Sec. 1	Jefferson	......	3.030	......	....
184	Pierrepont Manor—Ellisburg	Jefferson	......	2.960	......	....
185	State	Jefferson	......	1.000	......	....
186	Depot	Jefferson	......	.990	......	....
187	Bristol	Ontario	......	1.720	......	....
188	Bristol Valley	Ontario	......	4.830	......	....
189	East Side Lake, Sec. 2	Ontario	......	1.286	......	....
190	East Side Lake, Sec. 1	Ontario	......	2.368	......	....
191	Honeoye—Hemlock	Ontario	......	4.549	......	....
192	Beaver Dam	Albany	......	3.540	......	....
193	River	Albany	......	8.130	......	....
194	Sand Lake—Troy	Rensselaer	......	1.490	......	....
195	Wynantskill—West Sand Lake	Rensselaer	......	4.010	......	....
196	East Nassau	Rensselaer	......	3.020	......	....
197	Brick Church—Rock Hollow	Rensselaer	......	3.330	......	....
198	Delaware Turnpike, Sec. 4	Albany	......	6.527	......	....

199	Delaware Turnpike, Sec. 5	Albany	......	7.880	......	....
200	Old Northern Turnpike	Rensselaer	......	2.750	......	....
201	Troy—Poestenkill	Rensselaer	......	3.600	......	....
202	Boston—Albany	Rensselaer	......	5.424	......	....
203	Gorham—Stanley	Ontario	......	2.197	......	....
204	Naples—Atlanta	Ontario	......	.585	......	....
205	Naples—Woodville	Ontario	......	3.451	......	....
206	Reed's Corners	Ontario	......	2.220	......	....
207	Geneva—Canandaigua, Sec. 2	Ontario	......	6.213	......	....
208	Cortland—Homer	Cortland	......	.540	......	....
209	Nineveh	Broome	......	.930	......	....
210	Harpursville	Broome	......	.850	......	....
211	Center Village	Broome	......	.570	......	....
212	Ouaquaga	Broome	......	1.010	......	....
213	River Road —Windsor, Sec. 2	Broome	......	2.830	......	....
214	River Road —Windsor, Sec. 1	Broome	......	1.870	......	....
215	Dryden	Cortland	......	2.000	......	....
216	Roxbury	Delaware	......	.950	......	....
217	Grand Gorge	Delaware	......	1.000	......	....
218	Greene—Smithville Flats	Chenango	......	4.680	......	....
219	Richfield Springs—Cherry Valley	Otsego	......	.680	......	....
220	Worcester	Otsego	......	.980	......	....
221	Edmeston	Otsego	......	.500	......	....
222	Hughsonville	Dutchess	......	3.467	......	....
223	South	Dutchess	......	3.904	......	....
224	Oxford—McDonough	Chenango	......	5.820	......	....
225	Guilford	Chenango	......	5.750	......	....
226‖	Kinneys Corners	Yates	......	......	......	....

‖ Board of Supervisors rescinded resolution of approval prior to amendment to Chapter 115, Laws of 1898, prohibiting such action.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
227	Brunswick Turnpike	Rensselaer	......	3.100	......	....
228	Saugerties—Kingston	Ulster	......	5.660	......	....
229	Kingston—High Falls	Ulster	......	6.910	......	....
230	Kingston—Ellenville, Sec. 1	Ulster	......	8.270	......	....
231	Post, Sec. 1	Ulster	......	7.080	......	....
232	Old State	Essex	......	2.640	......	....
233	Frankfort—East Schuyler	Herkimer	......	1.640	......	....
234	Adams—Henderson, Sec. 2	Jefferson	......	6.890	......	....
235	Watertown—Sacketts Harbor—Henderson, Sec. 2	Jefferson	......	2.230	......	....
236	Redwood—Alexandria Bay, Sec. 2	Jefferson	......	4.190	......	....
237	Sacketts Harbor	Jefferson	......	1.450	......	....
238	Henderson Harbor	Jefferson	......	5.090	......	....
239	Delhi—Middletown	Delaware	......	4.960	......	....
240	Waterford—Cohoes	Saratoga	......	1.000	......	....
241	Saratoga—Ballston	Saratoga	......	4.355	......	....
242	Saratoga—Glens Falls, Sec. 2	Saratoga	......	1.250	......	....
243	Mechanicville—Stillwater	Saratoga	......	1.840	......	....
244	Saratoga—Schuylerville	Saratoga	......	6.010	......	....
245	Coleman Hill, Sec. 1	Onondaga	......	1.210	......	....
246	Gloversville—Meco—Phelps	Fulton	......	2.030	......	....
247	Johnstown—Kecks Center	Fulton	......	4.670	......	....
248	Gloversville—Broadalbin	Fulton	......	2.020	......	....
249	Old Plank	Fulton	......	3.140	......	....
250	Utica—Oneida Castle, Sec. 1	Oneida	......	8.530	......	....

251	Griswold Street	Niagara	......	3.147	......	....
252	Clifton, Sec. 2	Monroe	......	2.197	......	....
253	Lyell	Monroe	......	2.120	......	....
254	Chili, Sec. 1	Monroe	......	3.110	......	....
255	Chili, Sec. 2	Monroe	......	2.556	......	....
256	Little Ridge, Sec. 3	Monroe	......	3.601	......	....
257	Little Ridge, Sec. 4	Monroe	......	3.360	......	....
258	Plattsburg—Keeseville, Sec. 3	Clinton	......	5.440	......	....
259	Plattsburg—Mooers, Sec. 2	Clinton	......	7.340	......	....
260	Plattsburg—Mooers, Sec. 3	Clinton	......	4.310	......	....
261	Peekskill—Salem Center, Sec. 1	Westchester	......	5.860	......	....
262	Peekskill—Salem Center, Sec. 2	Westchester	......	4.660	......	....
263	Aurora—Buffalo, Sec. 2	Erie	......	4.227	......	....
264	Aurora—Buffalo, Sec. 3	Erie	......	.735	......	....
265	Deposit	Broome	......	2.780	......	....
266	Tunnel	Broome	......	1.700	......	....
267	Castle Creek	Broome	......	6.000	......	....
268	Bridge Road	Broome	......	1.000	......	....
269	Hilton	Monroe	......	4.300	......	....
270	Birch Hill	Nassau	......	1.160	......	....
271	Utica—Oneida Castle, Sec. 2	Oneida	......	8.530	......	....
272	Orchard Park, Sec. 5	Erie	......	1.213	......	....
273	Seneca River, North side	Seneca	......	1.300	......	....
274	Gulf Bridge	Broome	......	1.750	......	....
275	Union—Maine	Broome	......	3.040	......	....
276	Barnard's Crossing, Secs. 1 and 2	Monroe	......	4.140	......	....
277	Lake Pleasant—Speculator	Hamilton	......	3.440	......	....
278	Syracuse—Watertown	Oswego	......	2.410	......	....
279	West Oswego River	Oswego	......	2.480	......	....

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
280	Oswego—Sterling	Oswego	......	1.660	......	....
281§	West Point—Central Valley	Orange	......	......	......	5.850
282	Greenville—Slate Hill	Orange	......	7.130	......	....
283	Greenville—Port Jervis	Orange	......	5.110	......	....
284	Averill Park—Crooked Lake	Rensselaer	......	3.610	......	....
285	Nassau—Brainard	Rensselaer	......	3.650	......	....
286	Left Fork—German Church—Redman	Monroe	......	5.550	......	....
287	Rensselaer—Best	Rensselaer	......	4.750	......	....
288	Troy—Sand Lake, Sec. 2	Rensselaer	......	3.720	......	....
289‖	Crescent Avenue	Suffolk	......	......	......	1.910
290	South Salina Street	Onondaga	......	1.060	......	....
291	Cemetery	Onondaga	......	.890	......	....
292	West Lake, Sec. 2	Onondaga	......	1.000	......	....
293	East Lake, Sec. 2	Onondaga	......	1.000	......	....
294	Clover Street, Sec. 1	Monroe	......	5.887	......	....
295	Mohawk River—Floyd	Oneida	......	2.800	......	....
296	Mohawk River—Marcy	Oneida	......	4.540	......	....
297	Mohawk River—Deerfield	Oneida	......	3.740	......	....
298	Amsterdam—Hagaman	Montgomery	......	2.200	......	....
299	Saulwaters Corners—Young Corners	Montgomery	......	2.770	......	....
300	DeGraff Corners—Sherburne Corners	Montgomery	......	1.130	......	....
301	Minaville—Scotch Bush	Montgomery	......	2.340	......	....
302	Fonda—Berryville	Montgomery	......	2.000	......	....
303	Fonda—Tribes Hill	Montgomery	......	2.210	......	....

304	Sprakers—Rural Grove, Sec. 1	Montgomery	......	5.660	......	....
305	Kingston—Ellenville, Sec. 2	Ulster	......	7.250	......	....
306	Kingston—Ulster Landing	Ulster	......	5.564	......	....
307	Plattekill—Modena	Ulster	......	7.160	......	....
308	New Paltz—Rifton	Ulster	......	4.160	......	....
309¶	Post, Part 2	Ulster	......	......	......	4.910
310	Post, Part 3	Ulster	......	......	......	4.360
311‡	Post, Part 4	Ulster	......	......	......	6.534
312	Middletown—Cuddebackville, Sec. 1	Orange	......	4.396	......	....
313	Middletown—Cuddebackville, Sec. 2	Orange	......	5.180	......	....
314	Gilbertsville—Mt. Upton	Otsego	......	4.370	......	....
315	Morris—Gilbertsville, Sec. 1	Otsego	......	3.537	......	....
316	Colliersville—Emmons	Otsego	......	1.260	......	....
317	Shady Side—Otego	Otsego	......	2.730	......	....
318	Colliersville—Milford Center	Otsego	......	2.030	......	....
319	Schenevus—Maryland	Otsego	......	3.660	......	....
320	Reservation Road—Fayette	Seneca	......	5.720	......	....
321	Reservation Road—Varick	Seneca	......	4.310	......	....
322‡	Reservation Road—Romulus	Seneca	......	......	......	4.930
323	Reservation Road—Ovid	Seneca	......	......	3.860	....
324	Center Road—Fayette, Part 1	Seneca	......	......	......	3.190
325	Center Road—Fayette, Part 2	Seneca	......	......	......	3.020
326	Center Road—Varick	Seneca	......	......	......	4.080
327	Center Road—Romulus	Seneca	......	......	......	3.550
328	Valley Road—Marcellus	Onondaga	......	1.310	......	....
329	Valley Road—Camillus	Onondaga	......	2.320	......	....

‖ United States government appropriated premises adjacent to Highway No. 289 for Federal purposes.
§ Advertised but injunction prevented award.
¶ Original plans, 6.480 miles; 1.570 miles contracted as State Highway No. 5001.
‡ Designated by the Commission as State System.

[illegible]	[illegible]	[illegible]	[illegible]			2 000		
[illegible]	[illegible]	[illegible]	[illegible]			1 100		
[illegible]	[illegible]	[illegible]	[illegible]			2 200		
[illegible]	[illegible]	[illegible]	[illegible]			1 [illegible]		
[illegible]	[illegible]	[illegible]	Montgomery			4 000		
[illegible]	[illegible]	[illegible]	Montgomery			2 520	......	....
[illegible]	[illegible]	[illegible]	Montgomery			2 010	......	....
[illegible]	[illegible]		Onondaga			1 000	......	....
[illegible]	Saugerties	Catskill	Ulster	...	......	......	......	3.700
[illegible]	Highland	Gardiner, Part 1	Ulster	......	......	......	7.300	....
[illegible]	Highland	Gardiner, Part 2	Ulster	......	......	......	......	7.870
[illegible]	Kingston	Ellenville, Part 1	Ulster	......	......	......	......	1.910
[illegible]	Woodstock	West Hurley	Ulster	......	......	......	......	4.410

354	Highland Landing—Highland	Ulster	......	......	......	1.200
355	Wellsburg	Chemung	......	4.510	......	....
356	Erin—Horseheads	Chemung	......	9.220	......	....
357	Grand Central Avenue	Chemung	......	1.570	......	....
358	Horseheads—Corning	Chemung	......	7.143	......	....
359	Frankfort—Utica, Sec. 2	Herkimer	......	1.890	......	....
360	Poland—Cold Brook	Herkimer	......	.350	......	....
361	Johnstown—Tribes Hill	Fulton	......	2.220	......	....
362	Northville—Chapman's Corners	Fulton	......	1.710	......	....
363	Mayfield—Northville, Sec. 1	Fulton	......	1.370	......	....
364	Preston Hollow—Potter Hollow	Albany	......	3.130	......	....
365	Guilderland Center—Guilderland	Albany	......	1.900	......	....
366	New Scotland—Wolf Hill	Albany	......	6.850	......	....
367	Glenmont—Feura Bush	Albany	......	6.770	......	....
368	Augusta Road—Augusta Section	Oneida	......	3.380	......	....
369	Augusta Road—Oriskany Falls Section	Oneida	......	2.990	......	....
370	Minetto	Oswego	......	.480	......	....
371	Clinton Street, Sec. 1	Erie	......	5.650	......	....
372	Clinton Street, Sec. 2	Erie	......	6.140	......	....
373	Goodrich	Erie	......	8.770	......	....
374	Maine	Broome	......	3.370	......	....
375	Barker	Broome	......	.620	......	....
376	Gloversville—Bull Run	Fulton	......	2.380	......	....
377	Cincinnatus	Cortland	......	.420	......	....
378	McGrawville	Cortland	......	2.920	......	....
379	Harford	Cortland	......	.910	......	....
	State Road—Homer	Cortland	......	4.390	......	....
	State Road—Scott	Cortland	......	2.720	......	....

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t designated by the Commission as **State System.**
oded by Ashokan Reservoir.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
382	Walden—Pine Bush	Orange	......	6.570	......	....
383	Owasco	Cayuga	......	2.190	......	....
384	Fleming	Cayuga	......	3.170	......	....
385	Albany—Schenectady, Sec. 2	Albany	......	5.140	......	....
386	Five Corners—Kuckville, Sec. 1	Orleans	......	3.473	......	....
387	Five Corners—Kuckville, Sec. 2	Orleans	......	5.801	......	....
388	Kendalls Corners	Orleans	......	3.424	......	....
389	Maple Ridge, Sec. 1	Orleans	......	3.072	......	....
390	Maple Ridge, Sec. 2	Orleans	......	2.797	......	....
391	Clarendon—Holly, Sec. 1	Orleans	......	4.537	......	....
392	Oak Orchard, Sec. 1	Orleans	......	3.342	......	....
393	Oak Orchard, Part 2	Orleans	......	3.610	......	....
394	Oak Orchard, Part 3	Orleans	......	....	......	3.252
395	Medina—Alabama	Orleans	......	......	......	5.445
396‡	Bristol Valley, Part 2	Ontario	......	......	......	6.680
397	Canajoharie—Flat Creek—Blaine	Montgomery	......	......	6.670	....
398	County Line	Orleans and Monroe	......	5.550	......	....
399	Latta	Monroe	......	6.840	......	....
400	Portland Avenue, Sec. 2	Monroe	......	.930	......	....
401	Rapids	Monroe	......	1.900	......	....
402	Buffalo, Sec. 3	Monroe	......	3.620	......	....
403	Churchville—Riga	Monroe	......	2.080	......	....
404‡	Bristol Valley, Part 3	Ontario	......	......	......	2.000
405	Kitchawan—Croton Lake	Westchester	......	2.250	......	....

406	Augusta Road—Vernon Center Section	Oneida	......	3.880	......	....
407	Troy—Schenectady, Sec. 2	Schenectady	......	3.025	......	....
408	Rich's Dugway—Penfield	Monroe	......	2.430	......	....
409	Fort Plain—Starkville	Montgomery	......	......	......	6.260
410	Fort Plain—Hessville	Montgomery	......	......	......	5.520
411‖	West Point—Cornwall	Orange	......	......	2.470	....
412	Port Jervis—Sullivan County Line, Sec. 1	Orange	......	5.740	......	....
413	Highland Mills—Monroe	Orange	......	3.270	......	....
414	Scott's Corners—Burnside	Orange	......	......	5.540	....
415	Newburg—Cornwall	Orange	......	......	......	3.160
416*	Rockland County Line—Tuxedo	Orange	......	......	......	6.100
417	Glens Falls—Lake George	Warren	......	7.560	......	....
418	Lake George—Bolton Landing	Warren	......	9.740	......	....
419	Rosendale—Perrine's Bridge	Ulster	......	......	......	1.960
420	Vestal	Broome	......	3.690	......	....
421	Conklin	Broome	......	7.830	......	....
422‡	Bearsville—Beechford—Mt. Pleasant	Ulster	......	......	......	8.830
423	Watertown—Theresa, Sec. 3	Jefferson	......	4.190	......	....
424	Belleville—Adams, Sec. 1	Jefferson	......	1.600	......	....
425	Adams—Watertown, Sec. 2	Jefferson	......	3.160	......	....
426	State, Sec. 2	Jefferson	......	4.050	......	....
427	Watertown—Carthage, Sec. 2	Jefferson	......	5.470	......	....
428	Watertown—Carthage, Sec. 3	Jefferson	......	4.880	......	....
429	Thompson	Onondaga	......	2.830	......	....
430	Jordan Valley, Sec. 1	Onondaga	......	1.720	......	....
431	Skaneateles—Spafford	Onondaga	......	2.500	......	....

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‡ Designated by the Commission as State System.
‖ Contract awarded but injunction prevented construction.
* Part not indicated on map approved by Legislature.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
432	Rhinebeck—Hyde Park	Dutchess	......	3.260	......	....
433	Chazy—Chazy Landing—Ober's Corner	Clinton	......	4.600	......	....
434	Anandale—Bay View	Nassau	......	1.690	......	....
435	South Glenwood—Meeting House	Nassau	......	1.940	......	....
436	Jericho Turnpike—Plainview	Nassau	......	6.980	......	....
437	Jerusalem Avenue—Front Street	Nassau	......	7.090	......	....
438	Augusta (Lowell and Spencer Sections)	Oneida	......	7.100	......	....
439	East Nassau—Brainard	Rensselaer	......	3.780	......	....
440	Philadelphia	Jefferson	......	5.400	......	....
441	Saratoga—Glens Falls, Secs. 4 and 5	Saratoga	......	8.320	......	....
442	Saratoga—Gansevoort	Saratoga	......	6.140	......	....
443	Saratoga—Greenfield—Schuylerville—Glens Falls	Saratoga	......	6.280	......	....
444	Riverside Drive	Broome	......	1.140	......	....
445	Lisle—Center Lisle	Broome	......	2.700	......	....
446	Cortland—Groton, Sec. 1	Cortland	......	1.350	......	....
447*	Warwick—Greenwood Lake	Orange	......	......	......	6.920
448	Port Jervis—Sullivan County Line, Part 2	Orange	......	......	......	3.660
449	Burnside—Washingtonville	Orange	......	......	......	3.190
450	Phoenix—Pennellville	Oswego	......	1.920	......	....
451	Minetto—Fulton	Oswego	......	1.990	......	....
452	Cicero—South Bay	Onondaga	......	3.530	......	....
453	Poughkeepsie—Hyde Park	Dutchess	......	4.000	......	....
454	Ithaca	Tompkins	......	3.660	......	....
455	Wyckoff	Tompkins	......	.340	......	....

456	Little Falls—East Creek	Herkimer	......	5.390	......	....
457	Little Falls—Herkimer	Herkimer	......	5.320	......	....
458	Herkimer—Frankfort	Herkimer	......	3.690	......	....
459	East Schuyler—Deerfield	Herkimer	......	5.530	......	....
460	Herkimer—Middleville	Herkimer	......	6.300	......	....
461	Middleville—Poland	Herkimer	......	6.070	......	....
462	Old Forge—McKeever	Herkimer	......	......	10.340	....
463	Manheim Center—Salisbury	Herkimer	......	......	5.520	....
464	Salisbury Center—Stratford	Herkimer	......	5.460	......	....
465	Salisbury Center—Burrells	Herkimer	......	......	......	5.430
466	Burrells—Middleville	Herkimer	......	......	......	5.160
467	Newport—Norway—Cold Brook	Herkimer	......	......	......	5.730
468	Little Falls—Fairfield	Herkimer	......	......	......	5.550
469	Ilion—Cedarville	Herkimer	......	......	......	7.190
470†	Mohawk—Jordanville	Herkimer	......	......	......	7.460
471†	Jordanville—Richfield Springs—Warren	Herkimer	......	......	......	4.100
472	Columbia—Mohawk	Herkimer	......	......	......	2.630
473‡	Little Falls—Jacksonburg	Herkimer	......	......	......	3.030
474	Clover Street, Sec. 2	Monroe	......	1.950	......	....
475	Suspension Bridge—Lewiston	Niagara	......	2.420	......	....
476	Ausable Forks—Clintonville	Clinton	......	5.380	......	....
477	Valley Falls	Rensselaer	......	6.430	......	....
478	Haynersville—Raymerstown	Rensselaer	......	3.210	......	....
479	Fairport, Sec. 2	Monroe	......	.270	......	....
480	Buffalo, Sec. 4	Monroe	......	3.020	......	....
481	Despatch—Pittsford	Monroe	......	.990	......	....
482	Dansville—Mt. Morris, Sec. 3	Livingston	......	2.230	......	....

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* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State System.
‡ Designated by the Commission as State System.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
483	Catskill Turnpike, Sec. 3	Tompkins		4.440		
484	Canandaigua—Victor	Ontario		6.786		
485	W. Bloomfield—Honeoye Falls	Ontario		3.760		
486	Skaneateles West Lake, Secs. 3, 4 and 5	Onondaga		3.370		
487	Elbridge	Onondaga		3.660		
488	Belle Isle	Onondaga		2.070		
489	Tully	Onondaga		4.440		
490	Hoosick—North Hoosick	Rensselaer		6.350		
491	Hilton—Bartlett's Corners	Monroe		1.010		
492	Lake, Sec. 2 and Sweden, Sec. 4	Monroe			5.750	
493	Mendon—Pittsford	Monroe		6.260		
494	East Henrietta—Rochester	Monroe			4.430	
495	Parma Corners—Spencerport—North Chili	Monroe				5.740
496‡	Brockport—Holley, Part 1	Monroe				2.260
497	Pittsford—North Henrietta	Monroe				2.680
498	West Point—Central Valley, Part 2	Orange				3.000
499	Middletown—Montgomery	Orange				9.030
500†	Cemetery—Cedar Hill; Unionville; New Hampton—Denton; Tuxedo	Orange				5.850
501	Goshen—Middletown	Orange				5.250
502	Honeoye Falls—Pittsford Town Line	Monroe				5.220
503‖	Tarrytown—White Plains—Rye	Westchester	1.610	7.320		
504	Troy—Speigeltown	Rensselaer		1.690		
505	Norwich—North Norwich	Chenango		4.600		

506	Chittenango—Eagle Village	Madison		2.180		
507	Transit, Sec. 3	Niagara		4.680		
508	Selkirk—Coeymans	Albany		4.770		
509	Oswego—Mexico, Sec. 1	Oswego		5.400		
510	Homer—Tully, Sec. 1	Cortland		4.170		
511	Glen—Charleston	Montgomery				3.810
512	Akin—Johnstown	Montgomery				3.560
513¶	Amsterdam—Morris Corner	Montgomery				2.520
514	Ft. Hunter—Amsterdam—Snooks Corner	Montgomery				6.460
515†	Sammonsville—Fonda—Yosts	Montgomery				4.110
516	Johnstown—Tribes Hill, Part 2	Montgomery				2.750
517†	Nelliston—Palatine Bridge—Stone Arabia	Montgomery				3.930
518‡§	East Creek—Palatine Church	Montgomery				1.890
519	Mt. Kisco—Pleasantville	Westchester		3.920		
520	Pleasantville—Pocantico Hills	Westchester		3.550		
521	Massena—Waddington, Secs. 1 and 4	St. Lawrence		8.620		
522	Clarence—Hunts Corners	Erie		4.750		
523	Hamburgh—North Collins	Erie		8.860		
524	North Collins—Lawton	Erie		5.430		
525	Lawton—Gowanda	Erie		4.000		
525A	Lawton—Gowanda, State Farm	Erie		0.590		
526	Collins—Morton's Corners, Sec. 1	Erie		4.010		
527	Hamburgh—Springville, Sec. 1	Erie		9.470		
528	Hamburgh—Springville, Sec. 2	Erie		7.340		

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† Part designated by the Commission as State System.
‡ Designated by the Commission as State System.
‖ Part in Village of Elmsford.
§ Original plans, 5.620 miles; 3.730 miles contracted as State Highway No. 5028.
¶ Part in the City of Amsterdam.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
280	Oswego—Sterling	Oswego	......	1.660	......	....
281§	West Point—Central Valley	Orange	......	......	......	5.850
282	Greenville—Slate Hill	Orange	......	7.130	......	....
283	Greenville—Port Jervis	Orange	......	5.110	......	....
284	Averill Park—Crooked Lake	Rensselaer	......	3.610	......	....
285	Nassau—Brainard	Rensselaer	......	3.650	......	....
286	Left Fork—German Church—Redman	Monroe	......	5.550	......	....
287	Rensselaer—Best	Rensselaer	......	4.750	......	....
288	Troy—Sand Lake, Sec. 2	Rensselaer	......	3.720	......	....
289‖	Crescent Avenue	Suffolk	......	......	......	1.910
290	South Salina Street	Onondaga	......	1.060	......	....
291	Cemetery	Onondaga	......	.890	......	....
292	West Lake, Sec. 2	Onondaga	......	1.000	......	....
293	East Lake, Sec. 2	Onondaga	......	1.000	......	....
294	Clover Street, Sec. 1	Monroe	......	5.887	......	....
295	Mohawk River—Floyd	Oneida	......	2.800	......	....
296	Mohawk River—Marcy	Oneida	......	4.540	......	....
297	Mohawk River—Deerfield	Oneida	......	3.740	......	....
298	Amsterdam—Hagaman	Montgomery	......	2.200	......	....
299	Saulwaters Corners—Young Corners	Montgomery	......	2.770	......	....
300	DeGraff Corners—Sherburne Corners	Montgomery	......	1.130	......	....
301	Minaville—Scotch Bush	Montgomery	......	2.340	......	....
302	Fonda—Berryville	Montgomery	......	2.000	......	....
303	Fonda—Tribes Hill	Montgomery	......	2.210	......	....

304	Sprakers—Rural Grove, Sec. 1	Montgomery	......	5.660	......	....
305	Kingston—Ellenville, Sec. 2	Ulster	......	7.250	......	....
306	Kingston—Ulster Landing	Ulster	......	5.564	......	....
307	Plattekill—Modena	Ulster	......	7.160	......	....
308	New Paltz—Rifton	Ulster	......	4.160	......	....
309¶	Post, Part 2	Ulster	......	......	......	4.910
310	Post, Part 3	Ulster	......	......	......	4.360
311‡	Post, Part 4	Ulster	......	......	......	6.534
312	Middletown—Cuddebackville, Sec. 1	Orange	......	4.396	......	....
313	Middletown—Cuddebackville, Sec. 2	Orange	......	5.180	......	....
314	Gilbertsville—Mt. Upton	Otsego	......	4.370	......	....
315	Morris—Gilbertsville, Sec. 1	Otsego	......	3.537	......	....
316	Colliersville—Emmons	Otsego	......	1.260	......	....
317	Shady Side—Otego	Otsego	......	2.730	......	....
318	Colliersville—Milford Center	Otsego	......	2.030	......	....
319	Schenevus—Maryland	Otsego	......	3.660	......	....
320	Reservation Road—Fayette	Seneca	......	5.720	......	....
321	Reservation Road—Varick	Seneca	......	4.310	......	....
322‡	Reservation Road—Romulus	Seneca	......	......	......	4.930
323	Reservation Road—Ovid	Seneca	......	......	3.860	....
324	Center Road—Fayette, Part 1	Seneca	......	......	......	3.190
325	Center Road—Fayette, Part 2	Seneca	......	......	......	3.020
326	Center Road—Varick	Seneca	......	......	......	4.080
327	Center Road—Romulus	Seneca	......	......	......	3.550
328	Valley Road—Marcellus	Onondaga	......	1.310	......	....
329	Valley Road—Camillus	Onondaga	......	2.320	......	....

‖ United States government appropriated premises adjacent to Highway No. 289 for Federal purposes.
§ Advertised but injunction prevented award.
¶ Original plans, 6.480 miles; 1.570 miles contracted as State Highway No. 5001.
‡ Designated by the Commission as State System.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
330	Skaneateles—Hamilton, Sec. 1	Onondaga	......	2.440	......	....
331	Peekskill—Salem Center, Sec. 3	Westchester	......	3.880	......	....
332	Peekskill—Salem Center, Sec. 4	Westchester	......	3.230	......	....
333	Geneva—Canandaigua, Sec. 3	Ontario	......	1.090	......	....
334	Lyons—Geneva	Ontario	......	1.686	......	....
335	Victor—Mendon, Sec. 1	Ontario	......	5.200	......	....
336	Cayuga Heights	Tompkins	......	3.170	......	....
337	Syracuse Turnpike	Madison	......	1.576	......	....
338	Catskill Turnpike, Sec. 2	Tompkins	......	1.380	......	....
339	Georgetown	Madison	......	3.290	......	....
340	Saratoga—Corinth	Saratoga	......	7.250	......	....
341	Stockport—Hudson	Columbia	......	2.600	......	....
342	Chatham—Chatham Centre	Columbia	......	1.120	......	....
343	Pawling—Patterson	Dutchess	......	2.230	......	....
344	Millerton—North East Center	Dutchess	......	1.780	......	....
345	Canajoharie—Sprout Brook	Montgomery	......	4.660	......	....
346	Sprakers—Rural Grove, Sec. 2	Montgomery	......	2.520	......	....
347	Canajoharie—Sharon Springs, Sec. 2	Montgomery	......	2.940	......	....
348	Collamer	Onondaga	......	1.900	......	....
349†	Saugerties—Catskill	Ulster	......	......	......	3.760
350	Highland—Gardner, Part 1	Ulster	......	......	7.300	....
351	Highland—Gardner, Part 2	Ulster	......	......	......	7.870
352	Kingston—Ellenville, Part 4	Ulster	......	......	......	1.910
353§	Woodstock—West Hurley	Ulster	......	......	......	4.410

354	Highland Landing—Highland	Ulster	......	......	......	1.200
355	Wellsburg	Chemung	......	4.510	......	....
356	Erin—Horseheads	Chemung	......	9.220	......	....
357	Grand Central Avenue	Chemung	......	1.570	......	....
358	Horseheads—Corning	Chemung	......	7.143	......	....
359	Frankfort—Utica, Sec. 2	Herkimer	......	1.890	......	....
360	Poland—Cold Brook	Herkimer	......	.350	......	....
361	Johnstown—Tribes Hill	Fulton	......	2.220	......	....
362	Northville—Chapman's Corners	Fulton	......	1.710	......	....
363	Mayfield—Northville, Sec. 1	Fulton	......	1.370	......	....
364	Preston Hollow—Potter Hollow	Albany	......	3.130	......	....
365	Guilderland Center—Guilderland	Albany	......	1.900	......	....
366	New Scotland—Wolf Hill	Albany	......	6.850	......	....
367	Glenmont—Feura Bush	Albany	......	6.770	......	....
368	Augusta Road—Augusta Section	Oneida	......	3.380	......	....
369	Augusta Road—Oriskany Falls Section	Oneida	......	2.990	......	....
370	Minetto	Oswego	......	.480	......	....
371	Clinton Street, Sec. 1	Erie	......	5.650	......	....
372	Clinton Street, Sec. 2	Erie	......	6.140	......	....
373	Goodrich	Erie	......	8.770	......	....
374	Maine	Broome	......	3.370	......	....
375	Barker	Broome	......	.620	......	....
376	Gloversville—Bull Run	Fulton	......	2.380	......	....
377	Cincinnatus	Cortland	......	.420	......	....
378	McGrawville	Cortland	......	2.920	......	....
379	Harford	Cortland	......	.910	......	....
380	State Road—Homer	Cortland	......	4.390	......	....
381	State Road—Scott	Cortland	......	2.720	......	....

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† Part designated by the Commission as State System.
§ Flooded by Ashokan Reservoir.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
382	Walden—Pine Bush	Orange	......	6.570	......	....
383	Owasco	Cayuga	......	2.190	......	....
384	Fleming	Cayuga	......	3.170	......	....
385	Albany—Schenectady, Sec. 2	Albany	......	5.140	......	....
386	Five Corners—Kuckville, Sec. 1	Orleans	......	3.473	......	....
387	Five Corners—Kuckville, Sec. 2	Orleans	......	5.801	......	....
388	Kendalls Corners	Orleans	......	3.424	......	....
389	Maple Ridge, Sec. 1	Orleans	......	3.072	......	....
390	Maple Ridge, Sec. 2	Orleans	......	2.797	......	....
391	Clarendon—Holly, Sec. 1	Orleans	......	4.537	......	....
392	Oak Orchard, Sec. 1	Orleans	......	3.342	......	....
393	Oak Orchard, Part 2	Orleans	......	3.610	......	....
394	Oak Orchard, Part 3	Orleans	......	......	......	3.252
395	Medina—Alabama	Orleans	......	......	......	5.445
396‡	Bristol Valley, Part 2	Ontario	......	......	......	6.680
397	Canajoharie—Flat Creek—Blaine	Montgomery	......	......	6.670	....
398	County Line	Orleans and Monroe	......	5.550	......	....
399	Latta	Monroe	......	6.840	......	....
400	Portland Avenue, Sec. 2	Monroe	......	.930	......	....
401	Rapids	Monroe	......	1.900	......	....
402	Buffalo, Sec. 3	Monroe	......	3.620	......	....
403	Churchville—Riga	Monroe	......	2.080	......	....
404‡	Bristol Valley, Part 3	Ontario	......	......	......	2.000
405	Kitchawan—Croton Lake	Westchester	......	2.250	......	....

406	Augusta Road—Vernon Center Section	Oneida	......	3.880	......	....
407	Troy—Schenectady, Sec. 2	Schenectady	......	3.025	......	....
408	Rich's Dugway—Penfield	Monroe	......	2.430	......	....
409	Fort Plain—Starkville	Montgomery	......	......	......	6.260
410	Fort Plain—Hessville	Montgomery	......	......	......	5.520
411‖	West Point—Cornwall	Orange	......	......	2.470	....
412	Port Jervis—Sullivan County Line, Sec. 1	Orange	......	5.740	......	....
413	Highland Mills—Monroe	Orange	......	3.270	......	....
414	Scott's Corners—Burnside	Orange	......	......	5.540	....
415	Newburg—Cornwall	Orange	......	......	......	3.160
416*	Rockland County Line—Tuxedo	Orange	......	......	......	6.100
417	Glens Falls—Lake George	Warren	......	7.560	......	....
418	Lake George—Bolton Landing	Warren	......	9.740	......	....
419	Rosendale—Perrine's Bridge	Ulster	......	......	......	1.960
420	Vestal	Broome	......	3.690	......	....
421	Conklin	Broome	......	7.830	......	....
422‡	Bearsville—Beechford—Mt. Pleasant	Ulster	......	......	......	8.830
423	Watertown—Theresa, Sec. 3	Jefferson	......	4.190	......	....
424	Belleville—Adams, Sec. 1	Jefferson	......	1.600	......	....
425	Adams—Watertown, Sec. 2	Jefferson	......	3.160	......	....
426	State, Sec. 2	Jefferson	......	4.050	......	....
427	Watertown—Carthage, Sec. 2	Jefferson	......	5.470	......	....
428	Watertown—Carthage, Sec. 3	Jefferson	......	4.880	......	....
429	Thompson	Onondaga	......	2.830	......	....
430	Jordan Valley, Sec. 1	Onondaga	......	1.720	......	....
431	Skaneateles—Spafford	Onondaga	......	2.500	......	....

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‡ Designated by the Commission as State System.
‖ Contract awarded but injunction prevented construction.
* Part not indicated on map approved by Legislature.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
432	Rhinebeck—Hyde Park	Dutchess	......	3.260	......	....
433	Chazy—Chazy Landing—Ober's Corner	Clinton	......	4.600	......	....
434	Anandale—Bay View	Nassau	......	1.600	......	....
435	South Glenwood—Meeting House	Nassau	......	1.940	......	....
436	Jericho Turnpike—Plainview	Nassau	......	6.980	......	....
437	Jerusalem Avenue—Front Street	Nassau	......	7.090	......	....
438	Augusta (Lowell and Spencer Sections)	Oneida	......	7.100	......	....
439	East Nassau—Brainard	Rensselaer	......	3.780	......	....
440	Philadelphia	Jefferson	......	5.400	......	....
441	Saratoga—Glens Falls, Secs. 4 and 5	Saratoga	......	8.320	......	....
442	Saratoga—Gansevoort	Saratoga	......	6.140	......	....
443	Saratoga—Greenfield—Schuylerville—Glens Falls	Saratoga	......	6.280	......	....
444	Riverside Drive	Broome	......	1.140	......	....
445	Lisle—Center Lisle	Broome	......	2.700	......	....
446	Cortland—Groton, Sec. 1	Cortland	......	1.350	......	....
447*	Warwick—Greenwood Lake	Orange	......	......	......	6.920
448	Port Jervis—Sullivan County Line, Part 2	Orange	......	......	......	3.660
449	Burnside—Washingtonville	Orange	......	......	......	3.190
450	Phoenix—Pennellville	Oswego	......	1.920	......	....
451	Minetto—Fulton	Oswego	......	1.990	......	....
452	Cicero—South Bay	Onondaga	......	3.530	......	....
453	Poughkeepsie—Hyde Park	Dutchess	......	4.000	......	....
454	Ithaca	Tompkins	......	3.660	......	....
455	Wyckoff	Tompkins	......	.340	......	....

456	Little Falls—East Creek	Herkimer	......	5.390	......	....
457	Little Falls—Herkimer	Herkimer	......	5.320	......	....
458	Herkimer—Frankfort	Herkimer	......	3.690	......	....
459	East Schuyler—Deerfield	Herkimer	......	5.530	......	....
460	Herkimer—Middleville	Herkimer	......	6.300	......	....
461	Middleville—Poland	Herkimer	......	6.070	......	....
462	Old Forge—McKeever	Herkimer	......	......	10.340	....
463	Manheim Center—Salisbury	Herkimer	......	......	5.520	....
464	Salisbury Center—Stratford	Herkimer	......	5.460	......	....
465	Salisbury Center—Burrells	Herkimer	......	......	......	5.430
466	Burrells—Middleville	Herkimer	......	......	......	5.160
467	Newport—Norway—Cold Brook	Herkimer	......	......	......	5.730
468	Little Falls—Fairfield	Herkimer	......	......	......	5.550
469	Ilion—Cedarville	Herkimer	......	......	......	7.190
470†	Mohawk—Jordanville	Herkimer	......	......	......	7.460
471†	Jordanville—Richfield Springs—Warren	Herkimer	......	......	......	4.100
472	Columbia—Mohawk	Herkimer	......	......	......	2.630
473‡	Little Falls—Jacksonburg	Herkimer	......	......	......	3.030
474	Clover Street, Sec. 2	Monroe	......	1.950	......	....
475	Suspension Bridge—Lewiston	Niagara	......	2.420	......	....
476	Ausable Forks—Clintonville	Clinton	......	5.380	......	....
477	Valley Falls	Rensselaer	......	6.430	......	....
478	Haynersville—Raymerstown	Rensselaer	......	3.210	......	....
479	Fairport, Sec. 2	Monroe	......	.270	......	....
480	Buffalo, Sec. 4	Monroe	......	3.020	......	....
481	Despatch—Pittsford	Monroe	......	.990	......	....
482	Dansville—Mt. Morris, Sec. 3	Livingston	......	2.230	......	....

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* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State System.
‡ Designated by the Commission as State System.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
483	Catskill Turnpike, Sec. 3	Tompkins	......	4.440	......	....
484	Canandaigua—Victor	Ontario	......	6.786	......	....
485	W. Bloomfield—Honeoye Falls	Ontario	......	3.760	......	....
486	Skaneateles West Lake, Secs. 3, 4 and 5	Onondaga	......	3.370	......	....
487	Elbridge	Onondaga	......	3.660	......	....
488	Belle Isle	Onondaga	......	2.070	......	....
489	Tully	Onondaga	......	4.440	......	....
490	Hoosick—North Hoosick	Rensselaer	......	6.350	......	....
491	Hilton—Bartlett's Corners	Monroe	......	1.010	......	....
492	Lake, Sec. 2 and Sweden, Sec. 4	Monroe	......	......	5.750	....
493	Mendon—Pittsford	Monroe	......	6.260	......	....
494	East Henrietta—Rochester	Monroe	......	......	4.430	....
495	Parma Corners—Spencerport—North Chili	Monroe	......	......	......	5.740
496‡	Brockport—Holley, Part 1	Monroe	......	......	......	2.260
497	Pittsford—North Henrietta	Monroe	......	......	......	2.680
498	West Point—Central Valley, Part 2	Orange	......	......	......	3.000
499	Middletown—Montgomery	Orange	......	......	......	9.030
500†	Cemetery—Cedar Hill; Unionville; New Hampton—Denton; Tuxedo	Orange	......	......	......	5.850
501	Goshen—Middletown	Orange	......	......	......	5.250
502	Honeoye Falls—Pittsford Town Line	Monroe	......	......	......	5.220
503‖	Tarrytown—White Plains—Rye	Westchester	1.610	7.320	......	....
504	Troy—Speigeltown	Rensselaer	......	1.690	......	....
505	Norwich—North Norwich	Chenango	......	4.600	......	....

506	Chittenango—Eagle Village	Madison	......	2.180	......	....
507	Transit, Sec. 3	Niagara	......	4.680	......	....
508	Selkirk—Coeymans	Albany	......	4.770	......	....
509	Oswego—Mexico, Sec. 1	Oswego	......	5.400	......	....
510	Homer—Tully, Sec. 1	Cortland	......	4.170	......	....
511	Glen—Charleston	Montgomery	......	......	......	3.810
512	Akin—Johnstown	Montgomery	......	......	......	3.560
513¶	Amsterdam—Morris Corner	Montgomery	......	......	......	2.520
514	Ft. Hunter—Amsterdam—Snooks Corner	Montgomery	......	......	......	6.460
515†	Sammonsville—Fonda—Yosts	Montgomery	......	......	......	4.110
516	Johnstown—Tribes Hill, Part 2	Montgomery	......	......	......	2.750
517†	Nelliston—Palatine Bridge—Stone Arabia	Montgomery	......	......	......	3.930
518‡§	East Creek—Palatine Church	Montgomery	......	......	......	1.890
519	Mt. Kisco—Pleasantville	Westchester	......	3.920	......	....
520	Pleasantville—Pocantico Hills	Westchester	......	3.550	......	....
521	Massena—Waddington, Secs. 1 and 4	St. Lawrence	......	8.620	......	....
522	Clarence—Hunts Corners	Erie	......	4.750	......	....
523	Hamburgh—North Collins	Erie	......	8.860	......	....
524	North Collins—Lawton	Erie	......	5.430	......	....
525	Lawton—Gowanda	Erie	......	4.000	......	....
525A	Lawton—Gowanda, State Farm	Erie	......	0.590	......	....
526	Collins—Morton's Corners, Sec. 1	Erie	......	4.010	......	....
527	Hamburgh—Springville, Sec. 1	Erie	......	9.470	......	....
528	Hamburgh—Springville, Sec. 2	Erie	......	7.340	......	....

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† Part designated by the Commission as State System.
‡ Designated by the Commission as State System.
‖ Part in Village of Elmsford.
§ Original plans, 5.620 miles; 3.730 miles contracted as State Highway No. 5028.
¶ Part in the City of Amsterdam.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
529	Alden—Town Line and Clinton St.—Marilla	Erie	......	6.020	......	....
530	Base Line—Grand Island, Sec. 1	Erie	......	1.810	......	....
531	Base Line—Grand Island, Sec. 2	Erie	......	2.590	......	....
532	Base Line—Grand Island, Sec. 3	Erie	......	1.870	......	....
533	West Chazy—Chazy	Clinton	......	6.340	......	....
534	Northeast Center—Sharon Station	Dutchess	......	3.650	......	....
535	Cortland—Dryden, Sec. 2	Cortland	......	2.700	......	....
536	Schodack Center—Nassau	Rensselaer	......	5.190	......	....
537	Amenia—Wassaic	Dutchess	......	4.830	......	....
538‡	Ridge—Rochester—Sea Breeze	Monroe	......	......	......	5.330
539	Fulton—Volney	Oswego	......	2.090	......	....
540	Chatham—Spencertown	Columbia	......	4.320	......	....
541	Mayfield—Northville	Fulton	......	6.790	......	....
542	School House—Caroga Creek	Fulton	......	......	2.690	....
543	Johnstown—Broadalbin, Sec. 2	Fulton	......	6.350	......	....
544	Johnstown—Broadalbin, Part 1	Fulton	......	......	......	6.280
545	Syosset—Cold Spring Harbor	Nassau	......	3.220	......	....
546	New Bridge	Nassau	......	6.025	......	....
547	Willets—East Williston—Westbury Pond	Nassau	......	6.430	......	....
548‖	Berry Hill, Part 1	Nassau	......	4.780	......	....
548*	Berry Hill, Part 2	Nassau	......	......	......	2.810
549	Poughkeepsie—Pleasant Valley	Dutchess	......	......	6.930	....
550	Violet Avenue—East Park	Dutchess	......	1.990	......	....
551	Fishkill—Hughsonville	Dutchess	......	2.910	......	....

552	Rhinebeck—Elizaville	Dutchess	......	5.540	......	....
553	Fly	Onondaga	......	2.330	......	....
554	Fabius	Onondaga	......	4.910	......	....
555**	East Syracuse—Chittenango	Onondaga	......	......	7.790	....
556	Manlius—Chittenango	Onondaga	......	......	......	3.220
557	Vesper—South Onondaga	Onondaga	......	......	......	6.190
558§†	Genesee Turnpike—Camillus	Onondaga	......	......	......	3.750
559	Utica—Bridgewater	Oneida	......	9.090	......	....
560	Mohawk River Road—Rome	Oneida	......	2.420	......	....
561¶	Rome—Northwestern, Sec. 1	Oneida	......	4.480	......	....
562¶	Rome—Northwestern, Sec. 2	Oneida	......	3.870	......	....
563	Rome—Taberg	Oneida	......	5.110	......	....
564	Rome Roads, Augusta and Westmoreland Sections	Oneida	......	5.020	......	....
565	Watertown—Theresa, Sec. 1	Jefferson	......	......	7.350	....
566	Wolf Hill—Berne	Albany	......	7.340	......	....
567	Matteawan—Wicopee	Dutchess	......	4.710	......	....
568	Millbrook—Lithgow	Dutchess	......	4.400	......	....
569	Baldwin Place—Mahopac	Putnam	......	5.900	......	....
570	Carmel—Kent	Putnam	......	5.020	......	....
571	Spring Avenue—Troy—Poestenkill	Rensselaer	......	2.610	......	....
572	New Paltz—Plattekill	Ulster	......	......	......	3.870
573	Sea Breeze—Nine Mile Point	Monroe	......	......	......	6.400
574	Fairport—Nine Mile Point	Monroe	......	......	......	10.020
575	Honeoye Falls—Rush	Munroe	......	......	......	4.130

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* Part not indicated on map approved by Legislature.
|| Part 1, 4.78 miles placed under contract. 1910 appropriation exhausted.
† Part designated by the Commission as State System.
§ Original plans, 6.840 miles; 3.090 miles contracted as State Highway No. 5016.
‡ Part in City of Rochester.
** Part built as County Highway on State Route No. 6.
¶ Portion of original plans omitted through Delta Reservoir.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
576	Montgomery—Bullville	Orange	......	......	......	7.510
577	Schenectady—Guilderland	Schenectady	......	7.100	......	....
578‡	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Orleans	......	......	......	3.670
579	Barre Center—West Barre	Orleans	......	......	......	4.650
580*	Fancher—Brockville	Orleans	......	......	......	1.300
581	Yates Center—Lyndenville	Orleans	......	......	......	3.850
582‡§*	Holley—Ridge and Brockport—Holley	Orleans	......	......	......	2.610
583	Couse—Luther	Rensselaer	......	......	3.400	....
584	Skinnersville—New Home Bridge	Erie	......	7.960	......	....
585	Towners Corners—County Line	Putnam	......	4.250	......	....
586	East Pembroke—Batavia	Genesee	......	5.580	......	....
587	Mt. Kisco—Millwood	Westchester	......	4.390	......	....
588	Monroe—Orleans County Line, Part 2	Orleans and Monroe		......	......	2.090
589	Nevis—Blue Store	Columbia	......	3.810	......	....
590	Auburn—Seneca Falls, Sec. 1	Cayuga	......	7.960	......	....
591	Moravia—Niles	Cayuga	......	10.850	......	....
592	Auburn—Elbridge	Cayuga	......	5.610	......	....
593	Highland Lake—Tompkins Cove	Rockland	......	5.880	......	....
594‡	Rensselaer—Defreestville	Rensselaer	......	......	......	2.730
595	Homer—Tully, Sec. 2	Cortland	......	5.430	......	....
596	Norwich—South New Berlin, Sec. 1	Chenango	......	3.420	......	....
596-A	Norwich—South New Berlin	Chenango	......	0.340	......	....
597	Norwich—Kings Settlement	Chenango	......	3.550	......	....
598	Norwich—Preston	Chenango	......	5.090	......	....

598-A.	Norwich—Preston	Chenango	......	......	0.220	....
599.	Smyrna—Otselic	Chenango	......	6.480	......	....
600‡.	Monroe—Chester	Orange	......	......	......	5.060
601‖.	Olean—Alleghany	Cattaraugus	1.940	3.090	......	....
602.	Bearsville—Willow	Ulster	......	......	......	5.570
603*.	Napanoch—Montela	Ulster	......	......	......	10.270
604.	Troy—Schenectady, Sec. 3	Albany	......	3.880	......	....
605*.	Highland Lake—Fort Montgomery	Orange	......	......	......	2.040
606.	Cayuga Heights—Hanshaw's Corners	Tompkins	......	2.120	......	....
607.	Manchester—Clifton Springs	Ontario	......	4.350	......	....
608.	Phelps—Clifton Springs	Ontario	......	2.210	......	....
609.	Washington Hollow—Millbrook	Dutchess	......	1.630	......	....
610.	Mechanicville—Malta	Saratoga	......	7.420	......	....
611.	Malta—Saratoga	Saratoga	......	......	6.640	....
612.	Pawling—Dover Town Line	Dutchess	......	2.920	......	....
613.	Catskill—South Cairo	Greene	......	5.600	......	....
614.	Auburn—Owasco	Cayuga	......	6.080	......	....
615.	New Lebanon—Brainard	Columbia	......	8.030	......	....
616.	Trumansburg—Ithaca	Tompkins	......	8.660	......	....
617.	Lewiston—Dickersonville	Niagara	......	4.800	......	....
618.	Meco—Caroga Lake	Fulton	......	......	......	8.810
619.	Sammonsville—Johnstown	Fulton	......	......	......	2.140
620.	Ephratah—Kecks Center	Fulton	......	......	......	7.060
621*.	St. Johnsville, Oppenheim—Lassellville	Fulton	......	......	......	7.140
622.	Mt. Morris—Geneseo	Livingston	......	5.200	......	....

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* Not indicated on map approved by Legislature.
§ Original plans, 5.070 miles; 2.460 miles contracted as State Highway No. 5025.
‡ Designated by the Commission as State System.
‖ Part in City of Olean.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
623	Geneseo—Avon	Livingston	......	6.990	......	......
624	Carthage—Wilna	Jefferson	......	......	3.090	......
625	Theresa—Antwerp, Part 2	Jefferson	......	......	......	5.420
626	Burrs Mills—South Champion	Jefferson	......	......	......	4.630
627	Wicopee—Beekman	Dutchess	......	8.100	......	......
628	Rock City—Lafayetteville	Dutchess	......	......	4.660	......
629§	Casper Creek—Wappinger Falls	Dutchess	......	......	......	......
630	Troy—Schenectady, Sec. 4	Albany	......	2.240	......	......
631	Eagle Mills—Clums Corners	Rensselaer	......	......	2.250	......
632‡	Hoffman—Cranesville	Montgomery	......	......	......	2.240
633	East Hamlin—Lake Ontario	Monroe	......	......	......	3.750
634	Buffalo, Part 5	Monroe	......	......	......	2.050
635	Geneva—Halls Corners	Ontario	......	5.040	......	......
636	Stanley—Geneva	Ontario	......	3.160	......	......
637	Manchester—Victor	Ontario	......	......	5.300	......
638	Geneva	Ontario	......	1.020	......	......
639	Cheshire Corners—McJannetts Hill	Ontario	......	......	......	7.100
640	Rotterdam Junction—Pattersonville	Schenectady	......	3.965	......	......
641	Schenectady—Rotterdam Junction	Schenectady	......	4.760	......	......
642	Angola—Evans Center; Angola—Brant	Erie	......	6.900	......	......
643	N. Tonawanda—Sanborn, Secs. 1 and 2	Niagara	......	4.440	......	......
644	Alden—Town Line, Sec. 2	Erie	......	.730	......	......
645	Orchard Park—Griffin Mills, Secs. 1 and 2	Erie	......	4.640	......	......
646	Indian Fields—Dormansville	Albany	......	4.120	......	......

647‡¶	Albany—Slingerland	Albany	......	......	......	4.220
648	West Henrietta—West Rush	Monroe	......	......	......	7.360
649	Stottville	Columbia	......	1.020	......	....
650	Hudson—Hollowville	Columbia	......	5.660	......	....
651	Clintonville—Keeseville	Clinton	......	5.580	......	....
652	Champlain—Perrys Mills	Clinton	......	3.250	......	....
653	Granby Roads	Oswego	......	5.060	......	....
654	Oswego—Mexico, Sec. 2	Oswego	......	5.350	......	....
655	Jordan—Cross Lake	Onondaga	......	......	......	1.780
656	Sandy Hill—Glens Falls	Warren	......	2.120	......	....
657	Croton River—Peekskill	Westchester	......	6.010	......	....
658	County Line—Aiden Lair, Sec. 1	Essex	......	3.640	......	....
659	Brunswick Center—Lansingburg	Rensselaer	......	......	......	5.090
660	Griswold Street—Bratts Bridge	Niagara	......	5.980	......	....
661	Oswego: West Fifth Street—Fruit Valley	Oswego	......	3.580	......	....
662	Gorham—Rushville	Ontario	......	......	......	6.820
663	Otselic—South Otselic, Sec. 2	Chenango	......	4.420	......	....
664	Otselic—South Otselic, Part 1	Chenango	......	......	4.330	....
665	Oxford—McDonough, Part 2	Chenango	......	......	5.130	....
666	Plymouth—Kirk	Chenango	......	......	......	4.900
667	Rockdale—Mt. Upton	Chenango	......	......	......	2.330
668‖	Bainbridge—East Guilford, Part 2	Chenango	......	......	......	2.180
669	Jamesville—Pompey	Onondaga	......	......	......	5.980
670†	Syracuse—Cold Spring	Onondaga	......	......	......	4.690
671	Baldwinsville—Cold Spring	Onondaga	......	......	......	3.740

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‡ Designated by the Commission as State System.
§ Contracted as State Highway No. 5050.
¶ Original plans, 6.200 miles; 1.980 miles taken by State Highway No. 5010.
‖ Original plans, 5.050 miles; 2.870 miles taken by State Highway No. 5013.
† Part designated by the Commission as State System.

List of all County Highways Which Have Been Improved, Which are now Under Contract and Which are now Awaiting Contract December 31, 1910, Shown in Consecutive Numerical Order — (*Cont'd*).

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
672*	Syracuse—Bridgeport	Onondaga	......	......	......	7.590
673‡	Cicero—Brewerton	Onondaga	......	......	......	4.840
674	Milford Center—Milford	Otsego	......	6.520	......	....
675‖	Otego—Oneonta	Otsego	0.280	......	3.990	....
676	Otego—Wilseys Corners	Otsego	......	2.050	......	....
677	Edmeston—West Burlington—Kelseys Corners	Otsego	......	4.000	......	....
678	Morris—Gilbertsville	Otsego	......	2.640	......	....
679	West Stephentown—Stephentown Center	Rensselaer	......	......	......	4.170
680	Stephentown Center—Massachusetts	Rensselaer	......	......	......	3.870
681	Ithaca—Dryden, Sec. 1	Tompkins	......	......	5.230	....
682	Ithaca—Dryden, Sec. 2	Tompkins	......	......	3.950	....
683	Dryden—Cortland	Tompkins	......	......	3.570	....
684	Cato-Meridian—Baldwinsville	Cayuga	......	4.400	......	....
685	Sterling—Oswego	Cayuga	......	4.880	......	....
686¶	Weedsport—Cato	Cayuga	1.100	......	8.720	....
687	Fairhaven—Sterling—Martville	Cayuga	......	......	......	5.390
688*	Augar	Orleans	......	......	......	1.580
689	Spring Valley—Knapps Corners	Rockland	......	3.570	......	....
690	Monsey—Egypt Corners	Rockland	......	4.250	......	....
691	Riverside—Chestertown	Warren	......	5.750	......	....
692	Loon Lake—Pottersville—Taylor's	Warren	......	......	8.940	....
693	Amityville—Babylon	Suffolk	......	3.820	......	....
694	Quogue—Riverhead	Suffolk	......	7.690	......	....
695	Otto—Cattaraugus	Cattaraugus	......	......	1.210	....

696	Otto—East Otto, Sec. 1	Cattaraugus	......	......	4.100	....
697	Otto—East Otto, Sec. 2	Cattaraugus	......	......	2.270	....
698	Falconer—Kennedy	Chautauqua	......	1.044	......	....
699	Liberty—Jeffersonville, Sec. 1	Sullivan	......	6.570	......	....
700	Liberty—Jeffersonville, Sec. 2	Sullivan	......	5.150	......	....
701	Malone—North Bangor	Franklin	......	4.510	......	....
702	Malone—Ft. Covington, Sec. 2	Franklin	......	6.220	......	....
703	Malone—Ft. Covington, Sec. 3	Franklin	......	4.190	......	....
704	New Berlin—Columbus	Chenango	......	......	......	4.730
705†	Sherburne—Furman's Mill	Chenango	......	......	......	4.200
706†	North Norwich—Sherburne	Chenango	......	......	......	5.930
707‡	Smithville Flats—Long Pond	Chenango	......	......	......	4.840
708	Sidney—Unadilla	Otsego	......	......	4.680	....
709	Millerton—County Line	Dutchess	......	......	......	3.760
710†	Red Hook—Rhinebeck	Dutchess	......	......	......	2.780
711‡	Wassaic—Dover	Dutchess	......	......	......	3.550
712	Amenia—Sharon Station	Dutchess	......	......	......	2.300
713	North Tonawanda—Shawnee	Niagara	......	......	5.130	....
714	Dansville—Mt. Morris, Sec. 1	Livingston	......	5.370	......	....
715	Dansville—Mt. Morris, Part 2	Livingston	......	......	4.540	....
716	Livonia—Lakeville	Livingston	......	......	......	2.230
717	Livonia—Ontario County Line	Livingston	......	......	......	5.870
718	Geneseo—Piffard	Livingston	......	......	......	2.120
719	Greenville—Coxsackie, Sec. 2	Greene	......	5.560	......	....
720	Sandy Hill—Adamsville	Washington	......	5.200	......	....
721	White Creek—County Line	Washington	......	3.170	......	....

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* Not indicated on map approved by Legislature.
‡ Designated by the Commission as State System.
‖ Part in City of Oneonta.
¶ Part in Village of Cato.
† Part designated by the Commission as State System.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
722	Hebron Town Line—Granville	Washington	......	2.060	......	....
723	Whitehall—Fort Ann Town Line	Washington	......	4.770	......	....
724	Greenwich—Battenville	Washington	......	......	3.980	....
725	Grand Central Avenue, Sec. 2	Chemung	......	.900	......	....
726	Chittenango—Oneida, Sec. 2	Madison	......	7.530	......	....
727‡§	Chittenango—Oneida, Part 1	Madison	......	......	......	1.950
728	State Line—Orangeburg	Rockland	......	......	2.820	....
729	Shawnee—Cambria	Niagara	......	3.200	......	....
730	Portville—Olean, Sec. 1	Cattaraugus	......	3.460	......	....
731¶	Portville—Olean, Sec. 2	Cattaraugus	1.240	2.060	......	....
732	Ogdensburg—Canton, Sec. 1	St. Lawrence	......	8.790	......	....
733	Ogdensburg—Canton, Sec. 2	St. Lawrence	......	8.020	......	....
734	Potsdam—Parishville, Sec. 1	St. Lawrence	......	5.120	......	....
735	Potsdam—Colton	St. Lawrence	......	7.900	......	....
736	North Creek—County Line	Warren	......	......	4.120	....
737	Cortland—Truxton—Cuyler	Cortland	......	5.790	......	....
738‖	Cortland—Truxton	Cortland	......	......	6.510	....
739	Turner Roads	Orange	......	......	......	.980
740	Sanborn—Pekin	Niagara	......	8.750	......	....
741	Saratoga—Corinth, Part 2	Saratoga	......	......	......	4.100
742	Big Flats—Gibson	Steuben	......	4.330	......	....
743	Babylon—Bay Shore	Suffolk	......	4.080	......	....
744	Port Henry—Westport, Sec. 2	Essex	......	4.070	......	....
745	Taylor—Schroon Lake Village	Essex	......	5.460	......	....

746	Carleys Mills—Parish	Oswego	......	1.120	......	....
746‡	Parish—Colosse	Oswego	......	......	......	0.410
747	Delhi—Bloomville	Delaware	......	5.910	......	....
748	Pleasant Valley—Washington Hollow	Dutchess	......	......	......	3.980
749	Lockport—Tonawanda Creek	Niagara	......	......	......	10.360
750	Clarence Center	Erie	......	5.950	......	....
751	Aurora—Glenwood, Part 2	Erie	......	......	7.070	....
752	Auburn—Wyckoff	Cayuga	......	......	......	2.890
753*†	Auburn—Fleming	Cayuga	......	......	......	2.630
754	Bath—Savona	Steuben	......	1.460	......	....
755	Altamont—Knox	Albany	......	......	4.250	....
756	Aiden Lair—Newcomb, Sec. 2	Essex	......	7.030	......	....
757	Gasport—Hartland, Part 1	Niagara	......	......	......	2.798
758	Olcott—Lockport, Part 1	Niagara	......	......	......	8.670
759	Olcott—Lockport, Part 2	Niagara	......	......	......	2.160
760	Little Ridge, Part 5	Monroe	......	......	......	3.830
761‡‡	Deansboro—New Hartford	Oneida	......	......	6.320	....
762	Craryville—State Line	Columbia	......	......	6.020	....
763	Hollowville—Craryville	Columbia	......	......	......	7.170
764¶¶	Scottsville—Mumford	Monroe	......	......	......	1.060
765	Wynantskill—Defreestville—Winter St.	Rensselaer	......	......	......	4.120
766	Pittsford—Palmyra	Monroe	......	......	......	1.320
767†	Perinton—Palmyra	Monroe	......	......	......	5.990
768	Ossining—Kitchewan	Westchester	......	5.860	......	....

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‡ Designated by the Commission as State System.
§ Original plans, 5.15 miles; 3.20 miles contracted as State Highway No. 5014.
‖ Contracted as County Highway on State Route No. 9.
‡‡ Part constructed as County Highway on State Route No. 8.
¶ Part in City of Olean.
† Part designated by the Commission as State System.
* Original plans, 5.38 miles; 2.75 miles contracted as State Highway No. 5012.
¶¶ Original plans, 6.52 miles; 5.46 miles contracted as State Highway No. 5046.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
769	Amawalk—Woods Bridge	Westchester		4.210		
770	Golden's Bridge—Turk Hill	Westchester			3.850	
771	McNalls Corners—Gasport	Niagara				2.350
772	Fulton—Hannibal, Part 1	Oswego				3.630
773	Pendleton Town Line—Lockport	Niagara				3.448
774	Tonawanda Creek—Pendleton Town Line	Niagara				4.720
775	Golden's Bridge—Croton Falls	Westchester		4.420		
776	West Plattsburg	Clinton		7.280		
777	Plattsburg—Cadyville, Part 1	Clinton				4.330
777¶	Plattsburgh—Cadyville, Part 2	Clinton				3.830
778‡	Mooers—Mooers Forks	Clinton				2.120
779	Plattsburgh—Ingraham	Clinton				6.090
780	White Plains Town Line—Harrison	Westchester			2.910	
781	Gilbertsville Village	Otsego	.800	.800		
782	Otego Village	Otsego	.410	.410		
783	Milford Village	Otsego	.680	.680		
784	Cooperstown—Three Mile Point	Otsego		3.120		
785‡§	Richfield Springs—Schuyler Lake	Otsego				1.720
786	Cherry Valley—Roseboom	Otsego			3.760	
787	East End	City of Oneonta	.470		.470	
788	South Schenectady—Mariaville	Schenectady		7.320		
789	Mariaville—Montgomery County Line	Schenectady			5.750	
790†	Loudon Road—Cohoes City Line	Albany				4.890
791‡	Albany—Guilderland	Albany				6.070

792*†...	Schenectady County Line—Guilderland	Albany	......	......	......	3.260
793.....	Schenectady—Vischers Ferry	Schenectady	......	......	......	1.820
794.....	Huntington—Amityville	Suffolk	......	10.140	......	....
795.....	Jeffersonville—Kenoza Lake—Fosterdale	Sullivan	......	6.200	......	....
796.....	Greenville—Coxsackie, Sec. 1	Greene	......	4.620	......	....
797.....	Hunter—Windham, Part 2	Greene	......	3.390	......	....
798.....	Kent—Towner	Putnam	......	2.780	......	....
799.....	Lockport—Youngstown, Parts 1 and 4	Niagara	......	......	......	4.270
800.....	Lockport—Youngstown, Parts 2 and 3	Niagara	......	......	......	6.820
801.....	East Rushford—Gordonville Bridge	Allegany	......	......	4.680	....
802.....	Smith's Basin—Hartford	Washington	......	......	......	5.260
803.....	Sandy Hill—Fort Ann	Washington	......	......	......	8.230
804.....	Luzerne—Lake George, Part 1	Warren	......	......	7.130	....
805.....	Luzerne—Lake George, Part 2	Warren	......	......	......	3.680
806.....	South New Berlin—New Berlin	Chenango	......	......	......	6.960
807.....	Kirk—North Pharsalia	Chenango	......	......	......	5.720
808.....	Norwich Village	Chenango	1.000	1.000	......	....
809.....	Smyrna Village	Chenango	.700	.700	......	....
810.....	Victor—Mendon, Part 2	Monroe	......	......	......	1.030
811.....	Georgetown—Otselic	Madison	......	2.390	......	....
812.....	Canastota—South Bay	Madison	......	4.810	......	....
813‡...	Ilion—Frankfort—Utica	Herkimer	......	......	......	4.310
814.....	Watertown—Theresa, Part 2	Jefferson	......	......	......	5.310
815.....	Corinth—Hadley	Saratoga	.790	......	......	6.220
816†....	Galway—West Galway	Saratoga	......	......	......	4.030
817.....	Scotch Church—Blue Corners	Saratoga	......	......	......	3.580
818.....	Ballston Town Line—Scotch Church	Saratoga	......	......	......	5.230

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§ Original plans, 5.23 miles; 3.51 miles contracted as **State Highway No. 5037.**
‡ Designated by the Commission as State System.
† Part designated by the Commission as State System.
* Part not indicated on map approved by Legislature.
¶ Not indicated on map approved by Legislature.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Cont'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
819	Ballston—Charlton Town Line	Saratoga				4.950
820	Hogansburg—Bombay	Franklin		6.520		
821	Saranac Lake—Bloomingdale	Essex			5.580	
822	Cadyville—Moffittsville	Clinton				6.740
823	Falls Mills—Callicoon	Sullivan			4.820	
824	Stone Bridge—Falls Mills	Sullivan				3.360
825	Fulton—Oswego	Oswego				3.330
826	Pulaski—Orwell	Oswego				5.940
827*	Chatham Center—Rider's Mills	Columbia				6.730
828	Kuder's Corners—Springwater Town Line	Livingston				7.210
829	Livonia—Conesus Town Line	Livingston				3.630
830†	Jordanville—Richfield Spgs—Warren, Parts 2 and 4	Herkimer				5.510
831	Little Falls—Montgomery	Herkimer				5.670
832†	Mountain Ridge Road	Niagara				3.110
833	West Exeter—West Winfield	Otsego				5.440
834	Kirkwood River	Broome			7.480	
835	Adams Center—Tremaine Corners, Part 2	Jefferson				5.580
836§	Watertown—Carthage, Part 1	Jefferson				
837	Waterville—Deansboro	Oneida				4.770
838	Saquoit	Oneida				.560
839	Augusta—Knoxboro	Oneida				1.210
840	North Brookfield—Waterville	Oneida				4.370
841	Crown Point—Port Henry	Essex		4.450		
842	Waterford, Part 1	Saratoga		.270		

843	Lake George Village	Warren	.170	......	.170	......
844	Henderson Village	Jefferson	1.070	......	......	1.070
845	Spencer—Candor, Part 1	Tioga	......	......	4.010	....
846	Sag Harbor—East Hampton	Suffolk	......	......	5.300	....
847	Copenhagen—Lowville	Lewis	......	......	5.740	....
848‡	Long Lake—Grove	Hamilton	......	......	3.760	....
849	Altamont Village	Albany	1.100	......	1.100	....
850	Caton—Corning	Steuben	......	......	6.140	....
851	Hilton Village	Monroe	1.110	1.110	......	....
852	Meridian Village	Cayuga	.810	......	.810	....
853	Batavia—Elba	Genesee	......	4.070	......	....
854	Castile Center—Berry Center	Wyoming	......	4.500	......	....
855	Mt. Morris Village	Livingston	.470	......	.470	....
856	Geneseo Village	Livingston	1.320	1.320	......	....
857	Roberts Road	Chautauqua	......	......	1.620	....
858	Whitney Point—Upper Lisle	Broome	......	......	......	4.270
859	Keeseville Village	Clinton Essex	.670 .570	....	1.240	....
860	Clyde—Resort, Part 2	Wayne	......	3.480	......	....
861	Dugway, Part 4	Wayne	......	......	1.980	....
862	Hamburg Village	Erie	.970	......	.970	....
863	Blasdell Village	Erie	1.060	1.060	......	....
864	Fultonville Village—Fonda Village	Montgomery. Fonda Fultonville	.280 .620	......	.900	....
865	Mt. Kisco Village	Westchester	3.010	......	3.010	....
866	Aurora—Glenwood, Part 1	Erie	......	......	2.010	....

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* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State System.
§ Contracted as State Highway No. 5005.
‡ Contracted as County Highway on State Route No. 25.

LIST OF ALL COUNTY HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Concl'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
867	Dansville Village	Livingston	1.090	......	1.090	....
868	Dolgeville Village	Herkimer	2.060	......	2.060	....
869	Middleville Village	Herkimer	0.690	......	0.690	....
870	Herkimer Village, German St	Herkimer	1.990	......	1.990	....
871	Cedarville—West Winfield	Herkimer	......	......	......	5.050
872	Portville Village	Cattaraugus	0.650	......	0.650	....
873	Brockton—Stockton, Part 1	Chautauqua	......	......	......	2.930
874	Nobleboro—Morehouseville	Hamilton	......	......	......	5.000
875	Elmdale—Gouverneur	St. Lawrence	......	......	......	5.830
876	Brasie Corners—Elmdale	St. Lawrence	......	......	......	3.820
877	Clinton Village	Oneida	0.970	......	......	0.970
878	Ogdensburg—Morristown, Part 1	St. Lawrence	......	......	......	6.740
879	Shakers—Watervliet	Albany	......	......	......	6.400
880	Schenectady—Duanesburg	Schenectady	......	......	......	2.790
881	Blodgett Hills—Cortland	Cortland	......	......	......	1.790
882	Scott—Spafford	Cortland	......	......	......	2.550
883	De Ruyter—Otselic, Part 1	Madison	......	......	......	2.140
884	Malone—Fort Covington, Part 1	Franklin	......	......	......	3.580
885	Moira—Bombay	Franklin	......	......	......	8.580
886	Lexington—Prattsville, Part 2	Greene	......	......	......	4.190
887	South Cairo—Cairo	Greene	......	......	......	3.150
	Total of County Highways		40.765	2320.532	301.220	847.837

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	Name of Highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5000	Saugerties—Kingston, Part 2	Ulster	......	3.230	......	....
5001	Lloyd Town Line—Milton	Ulster	......	1.570	......	....
5002	Congers—Long Clove	Rockland	......	1.610	......	....
5003	Armonk—Byram Lake	Westchester	......	3.440	......	....
5004	Blue Stores—Livingston	Columbia	......	2.590	......	....
5005	Black River—Watertown	Jefferson	1.200	4.840	......	....
5006	Croton Falls—Brewster	Putnam	......	......	1.800	
5007	Newburg—Cedar Hill—Cemetery	Orange	......	3.280	......	....
5008	Jericho Turnpike	Suffolk	......	......	3.560	....
5009	Pawling Village	Dutchess	1.670	1.670	......	....
5010	Slingerlands—New Scotland	Albany	......	1.980	......	....
5011	Ausable Forks—Jay	Essex	......	......	3.450	....
5012	Fleming—Auburn	Cayuga	......	2.750	......	....
5013	Bainbridge—Unadilla, Part 1	Chenango	1.130	3.620	......	0.380
5014	Chittenango—Oneida, Part 1	Madison	......	......	3.200	....
5015	Canandaigua Village	Ontario	1.190	1.190	......	....
5016	Camillus—Fairmount	Onondaga	......	......	3.090	....
5017	Clyde—Savannah, Part 2	Wayne.........Savannah	0.970	......	2.980	....
5018	North Reading—Dundee, Part 1	Yates	......	2.000	......	....
5019	Lake Shore—Lackawanna City	Erie	......	......	1.890	....
5020	East Pembroke—Pembroke	Genesee	......	3.460	......	....
5021	Leroy—Caledonia—Mumford	Livingston	2.080	3.990	......	....
5022	Binghamton—Windsor, Part 1	Broome	......	......	3.000	....
5023	Cuba—Black Creek, Part 1	Allegany...........Cuba	0.430	......	2.830	....

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — *(Cont'd)*.

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5024	Warsaw—Pavillion, Parts 1 and 5	Wyoming		2.660		
5025	Albion St.—Holley	Orleans		2.460		
5026	Corning—Painted Post	Steuben ...... Painted Post	0.540		3.560	
5027	Catskill—Saugerties, Part 3	Greene		1.940		
5028	East Creek—St. Johnsville	Montgomery . St. Johnsville	0.900		3.730	
5029	Schodack Centre—Valatie, Part 2	Rensselaer		2.700		
5030	Scotia—Wyatts	Schenectady		2.090		
5031	Malone—Moira, Part 2	Franklin			3.000	
5032	Canton—Potsdam, Part 2	St. Lawrence		5.000		
5033	Salem—Granville, Part 1	Washington		2.960		
5034	Vernon Village and Oneida Castle Village	Oneida .... Vernon Oneida Castle	0.600 0.810	1.410		
5035	Monticello—Liberty, Part 1	Sullivan			2.480	
5036	Lowville—Martinsburg	Lewis			2.610	
5037	Richfield Springs—Schuyler Lake	Otsego			3.510	
5038	County Line—Hope Center	Hamilton			3.000	
5039	West Berne—Gallupville	Albany Schoharie			4.010	
5040	Hoosick Falls Village	Rensselaer	1.570	1.570		
5041	Lima—East Bloomfield, Part 2	Ontario		2.400		
5042	Auburn—Seneca Falls, Part 2	Seneca Cayuga			3.330	
5043	Ithaca—Danby, Part 1	Tompkins			2.590	
5044	Mexico—Union Square, Part 1	Oswego	1.480	3.500		

5045.....	Deposit—Hales Eddy	Delaware		0.360	......	3.040	....
5046.....	Scottsville—Mumford	Monroe		......	......	5.780	....
5047.....	Watkins—Montour Falls	Schuyler	Montour Falls	1.030	......	1.640	....
5048.....	Lowman—Waverly, Part 1	Chemung		......	......	2.510	....
5049.....	Waverly—Owego, Part 1	Tioga	Waverly	0.280	2.580	......	....
5050.....	Casper Creek—Wappinger Falls	Dutchess		......	......	2.140	....
5051.....	Little Neck—Old Westbury, Part 3	Nassau		......	......	1.960	....
5052.....	New Hartford Village	Oneida		0.650	......	0.650	....
5053.....	Levant—Poland Center	Chautauqua		......	......	2.540	....
5054.....	Eighteen Mile Creek	Erie		......	......	2.000	....
5055.....	Riverside—Wevertown	Warren		......	......	1.630	....
5056.....	Keeseville—Ausable Chasm	Clinton		1.580	......	2.260	....
5057.....	Norwich Village	Chenango		0.510	......	0.510	....
5058.....	Homer Village	Cortland		2.010	......	2.010	....
5059.....	Whitesboro Village	Oneida		1.600	......	1.600	....
5060.....	Herkimer Village, East Albany St	Herkimer		0.770	......	0.770	....
5061.....	Williamsville Village	Erie		1.080	......	1.080	....
5062.....	Ballston—Ballston Lake, Part 1	Saratoga	Ballston	1.200	......	2.740	....
5063.....	Niagara Falls—Buffalo, Part 1	Niagara	La Salle	1.660	......	2.500	....
5064.....	Middleville Village and Newport Village	Herkimer	Middleville Newport	0.540 1.030	1.570	......	....
5065.....	Northville Village—North	Fulton		1.090	......	2.430	....
5066.....	Olean—Hinsdale, Part 1	Cattaraugus		......	2.940	......	....
5067.....	Falconer Village	Chautauqua		1.060	......	1.060	....
5068.....	Lake George Village	Warren		1.480	......	1.480	....
5069.....	Poland Village and Coldbrook Village	Herkimer	Poland Coldbrook	1.230 0.810	......	2.040	....
5070b....	Clyde—Savannah, Part 1	Wayne		......	......	0.620	....
5071.....	Lackawanna City—South	Erie		......	......	......	0.720

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b. Grading contract only. Work to be completed under Highway No. 5089.

LIST OF ALL STATE HIGHWAYS WHICH HAVE BEEN IMPROVED, WHICH ARE NOW UNDER CONTRACT AND WHICH ARE NOW AWAITING CONTRACT DECEMBER 31, 1910, SHOWN IN CONSECUTIVE NUMERICAL ORDER — (*Concl'd*).

Highway No.	Name of highway	County	Miles in village	Miles completed	Miles under contract	Miles approved and awaiting contract
5072	Livingston—Hudson, Part 1	Columbia	......	......	......	3.620
5073	Livingston—Hudson, Part 2	Columbia	......	......	......	5.080
5074	Schodack Center—Valatie, Part 4	Columbia	0.150	......	......	4.330
5075	Cortland City—Clinton Avenue	Cortland	0.530	......	......	0.530
5076	Malone—Moira, Part 3	Franklin	......	......	......	5.220
5077	Martinsburg—Turin	Lewis	......	......	......	3.080
5078	Wampville—Oneida Castle	Madison	2.560	......	......	2.560
5079	Clayville Village	Oneida	1.440	......	......	1.440
5080	Elbridge Village—Camillus, Part 1	Onondaga	1.750	......	......	3.020
5081	Lima—East Bloomfield, Part 2	Ontario	......	......	......	5.260
5082	Mexico—Union Square, Part 2	Oswego	......	......	......	2.920
5083	Union Square—Pulaski, Part 1	Oswego	......	......	......	2.610
5084	Schodack Center—Valatie, Part 3	Rensselaer	......	......	......	2.900
5085	Ballston—Ballston Lake, Part 2	Saratoga	......	......	......	4.550
5086	Gallupville—Vrooman	Schoharie	......	......	......	5.020
5087	Geneva—Waterloo	Seneca..........Waterloo	0.230	......	......	5.910
5088	Riverside—Wevertown, Part 2	Warren	......	......	......	1.530
5089	Clyde—Savannah, Part 1	Wayne............Clyde	0.900	......	......	4.550
5090	East Pembroke—Pembroke	Genesee	......	......	......	4.470
	Total of State Highways		54.240	77.000	102.610	69.700

APPENDIX S.

STATEMENT BY COUNTIES SHOWING STATE AND COUNTY HIGHWAYS COMPLETED, UNDER CONTRACT AND AWAITING CONTRACT.

List of all Highways Which Have Been Improved, are now Under Contract, or Which are Awaiting Contracts, December 31, 1910, Shown by Counties.

Albany County.

County highways.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
7	Delaware, Sec. 1	Bethlehem	....	1.040	1.040	......	......
22	Loudon	Colonie	....	3.410	3.410	......	......
41	Delaware, Sec. 2	Bethlehem	....	2.740	2.740	......	......
92	Delmar—Slingerland	Bethlehem	....	1.740	1.740	......	......
119	Loudon, Sec. 2	Colonie	....	3.920	3.920	......	......
124	North	New Scotland	....	1.840	1.840	......	......
176	Albany—Schenectady, Sec. 1	Colonie	....	2.310	2.310	......	......
177	Schoharie, Secs. 1 and 2	Knox	....	1.300	5.000	......	......
		Guilderland	....	3.700			
178	Delaware, Sec. 3	Bethlehem	....	1.970	7.380	......	......
		New Scotland	....	5.410			
192	Beaver Dam	Berne	....	3.540	3.540	......	......
193	River	Bethlehem	....	8.130	8.130	......	......
198	Delaware, Sec. 4	New Scotland	....	3.274	6.527	......	......
		Berne	....	3.253			
199	Delaware, Sec. 5	Westerlo	....	5.430	7.880	......	......
		Renssleaerville	....	2.450			
364	Preston Hollow—Potter Hollow	Rensselaerville	....	3.130	3.130	......	......
365	Guilderland Center—Guilderland	Guilderland	....	1.900	1.900	......	......
366	New Scotland—Wolf Hill	New Scotland	....	6.850	6.850	......	......

ALBANY COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
367....	Glenmont—Feura Bush	Bethlehem	....	6.170	6.770	......	......
		New Scotland	....	0.600			
385....	Albany—Schenectady, Sec. 2	Colonie	....	5.140	5.140	......	......
508....	Selkirk—Coeymans	Bethlehem	....	0.280	4.770	......	......
		Coeymans	....	4.490			
566....	Wolf Hill—Berne	Berne	....	7.340	7.340	......	......
604....	Troy—Schenectady, Sec. 3	Colonie	....	3.880	3.880	......	......
630....	Troy—Schenectady, Sec. 4	Colonie	....	2.240	2.240	......	......
646....	Indian Fields—Dormansville	Coeymans	....	2.780	4.120	......	......
		Westerlo	....	1.340			
647§‡..	Albany—Slingerland	Bethlehem	....	4.220	......	......	4.220
755....	Altamont—Knox	Knox	....	3.640	......	4.250	......
		Guilderland	....	0.610			
790†...	Loudon Road—Cohoes City Line	Colonie	....	4.890	......	......	4.890
791‡...	Albany—Guilderland	Guilderland	....	6.070	......	......	6.070
792‡...	Schenectady County Line—Guilderland	Guilderland	....	3.260	......	......	3.260
849....	Altamont Village	Guilderland	1.100	1.100	......	1.100	......
879....	Shakers—Watervliet	Colonie	....	6.400	......	......	6.400
			1.100	131.787	101.597	5.350	24.840
		STATE HIGHWAYS.					
5010....	Slingerlands—New Scotland	Bethlehem	....	0.980	1.980	......	......
		New Scotland	....	1.000			

5039....	West Berne—Gallupville	Knox	....	0.640	......	0.640	......
			....	2.620	1.980	0.640	......

ALLEGANY COUNTY.

COUNTY HIGHWAY.

801....	East Rushford—Gordonville Bridge	Rushford	....	4.680	......	4.680	......

STATE HIGHWAY.

5023....	Cuba—Black Creek, Part 1	Cuba	0.430	2.830	......	2.830	......

BROOME COUNTY.

COUNTY HIGHWAYS.

47....	Chenango River	Chenango	....	0.060	1.750	......	......
		Dickinson	....	1.690			
125....	Lestershire	Union	....	2.960	2.960	......	......
126....	Town Line Extension	Chenango	....	1.970	1.970	......	......
127....	Park Bridge	Kirkwood	....	2.080	2.080	......	......
134....	Fenton	Fenton	....	2.170	2.170	......	......
174‖...	Endicott	Union	0.920	2.170	2.170	......	......
175....	Chenango Towpath	Fenton	....	1.840	1.840	......	......

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§ Original plans 6.200 miles, 1.98 miles contracted as State highway 5010.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.
‖ Part in village of Endicott.

BROOME COUNTY — (*Concluded*)

Highway No.	Name of highway.	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
209	Nineveh	Colesville	....	0.930	0.930	......	......
210	Harpursville	Colesville	....	0.850	0.850	......	......
211	Center Village	Colesville	....	0.570	0.570	......	......
212	Ouaquaga	Colesville	....	1.010	1.010	......	......
213	River Road—Windsor, Sec. 2	Windsor	....	2.830	2.830	......	......
214	River Road—Windsor, Sec. 1	Windsor	....	1.870	1.870	......	......
265	Deposit	Sanford	....	2.780	2.780	......	......
266	Tunnel	Colesville	....	1.700	1.700	......	......
267	Castle Creek	Chenango	....	6.000	6.000	......	......
268	Bridge	Chenango	....	1.000	1.000	......	......
274	Gulf Bridge	Chenango	....	1.750	1.750	......	......
275	Union—Maine	Union	....	3.040	3.040	......	......
374	Maine	Union	....	0.620	3.370	......	......
		Maine	....	2.750			
375	Barker	Barker	....	0.620	0.620	......	......
420	Vestal	Vestal	....	3.690	3.690	......	......
421	Conklin	Conklin	....	7.830	7.830	......	......
444	Riverside Drive	Union	....	1.140	1.140	......	......
445	Lisle—Center Lisle	Lisle	....	2.700	2.700	......	......
834	Kirkwood River	Kirkwood	....	7.480	......	7.480	......
858	Whitney Point—Upper Lisle	Triangle	....	4.270	......	......	4.270
			0.920	70.370	58.620	7.480	4.270

STATE HIGHWAY.

5022	Binghamton—Windsor, Part 1	Kirkwood	....	2.840	......	3.000	......
		Windsor	....	0.160			
			....	3.000	......	3.000	......

CATTARAUGUS COUNTY.

COUNTY HIGHWAYS.

601‖	Olean—Allegany	Olean	0.780	0.780	3.090	......	......
		Allegany	1.160	2.310			
695	Otto—Cattaraugus	New Albion	....	1.210	......	1.210	......
696	Otto—East Otto, Sec. 1	Otto	....	4.100	......	4.100	......
697	Otto—East Otto, Sec. 2	East Otto	....	2.270	......	2.270	......
730	Portville—Olean, Sec. 1	Portville	....	3.460	3.460	......	......
731‖	Portville—Olean, Sec. 2	Olean	1.240	2.060	2.060	......	......
872	Portville Village	Portville	0.650	0.650	......	0.650	......
			3.830	16.840	8.610	8.230	......

STATE HIGHWAY.

5066	Olean—Hinsdale, Part 1	Olean	....	2.940	2.940	......	......

CAYUGA COUNTY.

COUNTY HIGHWAYS.

383	Owasco	Owasco	....	2.190	2.190	......	......
384	Fleming	Fleming	....	3.170	3.170	......	......

‖ Part in city of Olean.

CAYUGA COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
590	Auburn—Seneca Falls, Sec. 1	Aurelius	....	7.960	7.960	......	......
591	Moravia—Niles	Niles	....	5.330	10.850	......	......
		Moravia	....	5.520			
592	Auburn—Elbridge	Sennett	....	4.950	5.610	......	......
		Brutus	....	0.660			
614	Auburn—Owasco	Owasco	....	6.080	6.080	......	......
684	Cato—Meridian—Baldwinsville	Ira	....	1.190	4.400	......	......
		Cato	....	3.210			
685	Sterling—Oswego	Sterling	....	4.880	4.880	......	......
686‡	Weedsport—Cato	Brutus	....	1.040	......	8.720	......
		Cato	0.50	7.080			
		Ira	0.600	0.600			
687	Fair Haven—Sterling—Martville	Sterling	....	5.390	......	......	5.390
752	Auburn—Wyckoff	Owasco	....	0.110	......	......	2.890
		Fleming	....	2.780			
753§†	Auburn—Fleming	Fleming	....	2.630	......	......	2.630
852	Meridian Village	Cato	0.810	0.810	......	0.810	......
			1.910	65.580	45.140	9.530	10.910

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5012	Fleming—Auburn	Fleming	....	2.750	2.750	......	......
5042y	Auburn—Seneca Falls, Part 2	Montezuma	....	0.330	......	0.330	......
			....	3.080	2.750	0.330	......

CHAUTAUQUA COUNTY.

COUNTY HIGHWAYS.

698....	Falconer—Kennedy	Ellicott	....	1.044	1.044	......	......
857....	Roberts Road	Sheridan Dunkirk	....	0.570 1.050	......	1.620	......
873....	Brockton—Stockton, Part 1	Portland	....	2.930	......	......	2.930
			....	5.594	1.044	1.620	2.930

STATE HIGHWAYS.

5053....	Levant—Poland Center	Poland	....	2.540	......	2.540	......
5067....	Falconer Village	Ellicott	1.060	1.060	......	1.060	......
			1.060	3.600	......	3.600	......

CHEMUNG COUNTY.

COUNTY HIGHWAYS.

13....	Southport, Sec. 1	Southport	....	2.600	2.600	......	......
28....	Southport, Sec. 2	Southport	....	3.408	3.408	......	......
29....	Southport, Sec. 3	Southport	....	1.060	1.060	......	......
30....	South Broadway	Southport	....	1.021	1.021	......	......
355....	Wellsburg	Southport Ashlands	....	1.470 3.040	4.510	......	......
356....	Erin—Horseheads	Horseheads Erin	....	6.099 3.121	9.220	......	......

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† Part designated by the Commission as State system.

§ Original plans 5.38 miles; 2.75 miles contracted as State highway No. 5012.

‡ Part in village of Cato.

y Seneca and Cayuga counties.

CHEMUNG COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
357....	Grand Central Avenue, Sec. 1	Elmira	....	0.080	1.570	......	......
		Horseheads	....	1.490			
358....	Horseheads—Corning	Horseheads	....	1.149	7.143	......	......
		Big Flats	....	5.994			
725....	Grand Central Avenue, Sec. 2	Elmira	....	0.270	0.900	......	......
		Horseheads	....	0.630			
			....	31.432	31.432	......	......

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5048....	Lowman—Waverly, Part 1	Chemung	....	2.510	......	2.510	......

CHENANGO COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
112....	Norwich—Plymouth	Norwich	....	1.090	4.840	......	......
		Plymouth	....	3.750			
218....	Greene—Smithville Flats	Greene	....	3.860	4.680	......	......
		Smithville	....	0.820			
224....	Oxford—McDonough	Oxford	....	1.520	5.820	......	......
		Preston	....	2.680			
		McDonough	....	1.620			
225....	Guilford	Guilford	....	5.750	5.750	......	......
505....	Norwich—North Norwich	Norwich	....	0.990	4.600	......	......
		North Norwich	....	3.610			

596....	Norwich—South New Berlin, Sec. 1	Norwich	....	3.420	3.420	......	......
596A...	Norwich—South New Berlin	Norwich	....	0.340	0.340	......	......
597....	Norwich—Kings Settlement	Norwich	....	1.010	3.550	......	......
		North Norwich	....	2.540			
598....	Norwich—Preston	Norwich	....	1.890	5.090	......	......
		Preston	....	3.200			
598A...	Norwich—Preston	Preston	....	0.220	......	0.220	......
599....	Smyrna—Otselic	Smyrna	....	6.480	6.480	......	......
663....	Otselic—South Otselic, Sec. 2	Pharsalia	....	0.480	4.420	......	......
		Otselic	....	3.940			
664....	Otselic—South Otselic, Sec. 1	Otselic	....	4.330	......	4.330	......
665....	Oxford—McDonough, Sec. 2	McDonough	....	5.130	......	5.130	......
666....	Plymouth—Kirk	Plymouth	....	4.900	......	......	4.900
667....	Rockdale—Mt. Upton	Guilford	....	2.330	......	......	2.330
668‖...	Bainbridge—East Guilford, Part 2	Bainbridge	....	1.720	......	......	2.180
		Guilford	....	0.460			
704....	New Berlin—Columbus	New Berlin	....	0.990	......	......	4.730
		Columbus	....	3.740			
705†...	Sherburne—Furman Mill	Sherburne	....	4.200	......	......	4.200
706†...	North Norwich—Sherburne	North Norwich	....	4.370	......	......	5.930
		Sherburne	....	1.560			
707‡...	Smithville Flats—Long Pond	Smithville	....	4.840	......	......	4.840
806....	South New Berlin—New Berlin	New Berlin	....	6.960	......	......	6.960
807....	Kirk—North Pharsalia	Plymouth	....	1.940	......	......	5.720
		Pharsalia	....	3.780			

‖ Original plans 5.05 miles, 2.87 miles constructed as State highway No. 5013.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system

CHENANGO COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
808....	Norwich Village	Village of Norwich	1.000	1.000	1.000	......	......
809....	Smyrna Village	Village of Smyrna	0.700	0.700	0.700	......	......
			1.700	102.160	50.690	9.680	41.790
		STATE HIGHWAYS.					
5013....	Bainbridge—Unadilla, Part 1	Bainbridge	1.020	4.000	3.620	......	0.380
5057....	Norwich Village	Village of Norwich	0.510	0.510	......	0.510	......
			1.530	4.510	3.620	0.510	0.380

CLINTON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
56....	Plattsburg—Keeseville, Sec. 1	Plattsburg	....	2.820	2.820	......	......
57....	Windsor, Sec. 1	Champlain	....	1.000	1.000	......	......
136....	Windsor, Sec. 2	Champlain	....	1.750	1.750	......	......
137....	Plattsburg—Keeseville, Sec. 2	Plattsburg Peru	....	0.450 4.070	4.520	......	......
138....	Plattsburg—Mooers, Sec. 1	Beekmantown Chazy	....	0.040 7.530	7.570	......	......
258....	Plattsburg—Keeseville, Sec. 3	Peru Ausable	....	2.710 2.730	5.440	......	......
259....	Plattsburg—Mooers, Sec. 2	Plattsburg Beekmantown	....	2.240 5.100	7.340	......	......

260....	Plattsburg—Mooers, Sec. 3	Chazy	....	0.860	4.310	......	......
		Altona	....	0.060			
		Moores	....	3.390			
433....	Chazy—Chazy Landing—Obers Corner	Chazy	....	4.600	4.600	......	......
476....	Ausable Forks.—Clintonville	Black Brook	....	2.780	5.380	......	......
		Ausable	....	2.600			
533....	West Chazy—Chazy	Chazy	....	6.340	6.340	......	......
651....	Clintonville—Keeseville	Ausable	....	5.580	5.580	......	......
652....	Champlain—Perrys Mills	Champlain	....	3.250	3.250	......	......
776....	West Plattsburg	Plattsburg	....	7.260	7.260	......	......
777....	Plattsburg—Cadyville, Part 1	Plattsburg	....	3.940	......	......	4.330
		Schuyler Falls	....	0.039			
777*...	Plattsburg—Cadyville, Part 2	Plattsburg	....	1.280	......	......	3.830
		Schuyler Falls	....	2.550			
778‡...	Mooers—Mooers Forks	Mooers	....	2.120	......	......	2.120
779....	Plattsburg—Ingraham	Plattsburg	....	1.570	......	......	6.090
		Beekmantown	....	4.520			
822....	Cadyville—Moffittsville	Plattsburg	....	0.460	......	......	6.740
		Saranac	....	6.280			
859y....	Keeseville Village	Ausable	0.670	0.670	......	0.670	......
			0.670	90.940	67.160	0.670	23.110

STATE HIGHWAY.

5056....	Keeseville—Ausable Chasm	Ausable	1.580	2.260	......	2.260	......

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* Not on map approved by Legislature.

‡ Designated by the Commission as State system.

y Clinton and Essex Counties.

COLUMBIA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
4....	Lebanon—Pittsfield	New Lebanon	....	1.250	1.250	......	......
341....	Stockport—Hudson	Greenport	....	2.600	2.600	......	......
342....	Chatham—Chatham Center	Chatham	....	1.120	1.120	......	......
540....	Chatham—Spencertown	Chatham	....	0.100	4.320	......	......
		Ghent	....	1.760			
		Austerlitz	....	2.460			
589....	Nevis—Blue Store	Clermont	....	3.810	3.810	......	......
615....	New Lebanon—Brainard	New Lebanon	....	8.030	8.030	......	......
649....	Stottville	Stockport	....	1.020	1.020	......	......
650....	Hudson—Hollowville	Greenport	....	1.010	5.660	......	......
		Claverack	....	4.650			
762....	Craryville—State Line	Copake	....	1.210	......	6.020	......
		Hillsdale	....	4.810			
763....	Hollowville—Craryville	Claverack	....	5.180	......	......	7.170
		Hillsdale	....	0.530			
		Taghkanic	....	0.450			
		Copake	....	1.010			
827*...	Chatham Center—Rider's Mills	Chatham	....	6.730	......	......	6.730
			....	47.730	27.810	6.020	13.900

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5004....	Blue Stores—Livingston	Livingston	....	2.590	2.590	......	......
5072....	Livingston—Hudson, Part 1	Livingston'	....	3.620	......	......	3.620

5073....	Livingston—Hudson, Part 2	Livingston Greenport	....	0.410 4.670	......	......	5.080
5074....	Schodack Center—Valatie, Part 4	Kinderhook	0.150	4.330	......	......	4.330
			0.150	15.620	2.590	......	13.030

* CORTLAND COUNTY.

COUNTY HIGHWAYS.

40....	Cuyler	Truxton	....	0.470	0.470	......	......
111....	Blodgett's Mills	Cortlandville	....	0.750	0.750	......	......
123....	Preble—Homer	Preble	....	1.230	1.230	......	......
208....	Cortland—Homer	Cortlandville	....	0.540	0.540	......	......
215....	Dryden	Cortlandville	....	2.000	2.000	......	......
377....	Cincinnatus	Cincinnatus	....	0.420	0.420	......	......
378....	McGrawville	Cortlandville	....	2.920	2.920	......	......
379....	Harford	Harford	....	0.910	0.910	......	......
380....	State Road—Homer	Homer	....	4.390	4.390	......	......
381....	State Road—Scott	Scott	....	2.720	2.720	......	......
446....	Cortland—Groton, Sec. 1	Cortlandville	....	1.350	1.350	......	......
510....	Homer—Tully, Sec. 1	Homer	....	4.170	4.170	......	......
535....	Cortland—Dryden, Sec. 2	Cortlandville Virgil	....	1.420 1.280	2.700	......	......
595....	Homer—Tully, Sec. 2	Preble	....	5.430	5.430	......	......
737....	Cortland—Truxton—Cuyler	Truxton	....	5.790	5.790	......	......
738‖...	Cortland—Truxton	Cortlandville Homer	....	1.300 5.210	......	6.510	......

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* Part not indicated on map approved by Legislature.

‖ Contracted as county highway on State Route No. 9.

CORTLAND COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
881....	Blodgett Mills—Cortland	Cortlandville	....	1.790	......	......	1.790
882....	Scott—Spafford	Scott	....	2.550	......	......	2.550
			....	46.640	35.790	6.510	4.340
		STATE HIGHWAYS.					
5058....	Homer Village	Cortlandville	0.590	0.590	......	2.010	......
		Homer	1.420	1.420			
5075....	Cortland City, Clinton Ave	City of Cortland	0.530	0.530	......	.....	0.530
			2.540	2.540	......	2.010	0.530

DELAWARE COUNTY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
		COUNTY HIGHWAYS.					
36....	Griffins Corners	Middletown	....	1.570	1.570	......	......
145....	Delaware River	Delhi	....	1.000	1.000	......	......
164*§..	Downesville	Walton	....	4.200	......	......	4.200
216....	Roxbury	Roxbury	....	0.950	0.950	......	......
217....	Grand Gorge	Roxbury	....	1.000	1.000	......	......
239....	Delhi—Middletown	Middletown	....	4.960	4.960	......	......
747....	Delhi—Bloomville	Delhi	....	3.760	5.910	......	......
		Kortwright	....	2.150			
			....	19.590	15.390	......	4.200

STATE HIGHWAY.

5045	Deposit—Hales Eddy	Deposit	0.360	3.040	......	3.040	......

DUTCHESS COUNTY.

COUNTY HIGHWAYS.

135	Violet Avenue	Poughkeepsie	....	1.510	3.290	......	......
		Hyde Park	....	1.780			
222	Hughsonville	Wappinger	....	3.467	3.467	......	......
223	South	Poughkeepsie	....	3.904	3.904	......	......
343	Pawling—Patterson	Pawling	....	2.230	2.230	......	......
344	Millerton—Northeast Center	North East	....	1.780	1.780	......	......
432	Rhinebeck—Hyde Park	Rhinebeck	....	3.260	3.260	......	......
453	Poughkeepsie—Hyde Park	Hyde Park	....	4.000	4.000	......	......
534	Northeast Center—Sharon Station	North East	....	3.650	3.650	......	......
537	Amenia—Wassaic	Amenia	....	4.830	4.830	......	......
549	Poughkeepsie—Pleasant Valley	Poughkeepsie	....	5.980	......	6.930	......
		Pleasant Valley	....	0.950			
550	Violet Avenue—East Park	Hyde Park	....	1.990	1.990	......	......
551	Fishkill—Hughsonville	Fishkill	....	2.910	2.910	......	......
552	Rhinebeck—Elizaville	Red Hook	....	5.540	5.540	......	......
567	Matteawan—Wicopee	Fishkill	....	4.710	4.710	......	......
568	Millbrook—Lithgow	Washington	....	4.400	4.400	......	......
609	Washington Hollow—Millbrook	Washington	....	1.630	1.630	......	......
612	Pawling—Dover Town Line	Pawling	....	2.920	2.920	......	......
627	Wicopee—Beekman	East Fishkill	....	8.100	8.100	......	......

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* Not indicated on map approved by Legislature.
§ Advertised several times but no proposals could be obtained within appropriation.

(DUTCHESS COUNTY — *Concluded*).

Highway No.	Name of highway.	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
628....	Rock City—Lafayetteville	Milan	....	4.660	......	4.660	......
709....	Millerton—County Line	North East	....	3.760	......	......	3.760
710†...	Red Hook—Rhinebeck	Rhinebeck	....	2.780	......	......	2.780
711‡...	Wassaic—Dover	Amenia	....	3.550	......	......	3.550
712....	Amenia—Sharon Station	Amenia	....	2.300	......	......	2.300
748....	Pleasant Valley—Washington Hollow	Pleasant Valley	....	3.980	......	......	3.980
			....	90.571	62.611	11.590	16.370
		STATE HIGHWAYS.					
5009....	Pawling Village	Pawling	1.670	1.670	1.670	......	......
5050....	Casper Creek—Wappinger Falls	Poughkeepsie	....	2.140	......	2.140	......
			1.670	3.810	1.670	2.140	......

ERIE COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway.	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
2....	Buffalo—Hamburg	West Seneca	....	1.870	6.480	......	......
		Hamburg	....	4.610			
23....	River	Tonawanda	....	1.450	1.450	......	......
27....	Orchard Park, Sec. 1	East Hamburg	....	1.155	1.155	......	......
66....	Orchard Park, Sec. 2	East Hamburg	....	0.952	0.952	......	......
67....	Orchard Park, Sec. 3	East Hamburg	....	0.590	3.410	......	......
		West Seneca	....	2.820			

68	Orchard Park, Sec. 4	West Seneca	....	1.170	1.170	......	......
69	Main Street, Sec. 1	Amherst	....	3.415	3.415	......	......
86	Big Tree	Aurora	....	1.195	4.004	......	......
		Wales	....	2.809			
87	Main Street, Sec. 2	Amherst	....	1.926	1.926	......	......
88	Transit, Sec. 1	Amherst	....	2.142	4.283	......	......
		Clarence	....	2.141			
89	Transit, Sec. 2	Amherst	....	2.031	4.063	......	......
		Clarence	....	2.032			
128	Aurora—Buffalo	West Seneca	....	5.573	5.573	......	......
129	River, Secs. 2 and 3	Tonawanda	....	3.015	3.015	......	......
130	Main Street, Sec. 3	Clarence	....	5.625	5.625	......	......
131	Main Street, Sec. 4	Clarence	....	0.596	6.581	......	......
		Newstead	....	5.985			
263	Aurora—Buffalo, Sec. 2	Elma	....	4.227	4.227	......	......
264	Aurora—Buffalo, Sec. 3	Aurora	....	0.735	0.735	......	......
272	Orchard Park, Sec. 5	East Hamburg	....	1.213	1.213	......	......
371	Clinton Street, Sec. 1	Cheektowaga	....	0.420	5.650	......	......
		West Seneca	....	5.230			
372	Clinton Street, Sec. 2	Elma	....	6.140	6.140	......	......
373	Goodrich	Clarence	....	8.770	8.770	......	......
522	Clarence—Hunts Corners	Clarence	....	4.750	4.750	......	......
523	Hamburg—North Collins	Hamburg	....	1.240	8.860	......	......
		Eden	....	7.620			
524	North Collins—Lawton	North Collins	....	5.430	5.430	......	......
525	Lawton—Gowanda	Collins	....	4.000	4.000	......	......

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† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.

ERIE COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
525A	Lawton—Gowanda State Farm	Collins	....	0.590	0.590	......	......
526	Collins—Mortons Corners, Sec. 1	Collins	....	4.010	4.010	......	......
527	Hamburg—Springville, Sec. 1	Hamburg	....	2.060	9.470	......	......
		Boston	....	7.410			
528	Hamburg—Springville, Sec. 2	Concord	....	7.340	7.340	......	......
529	Alden—Town Line—Marilla	Alden	....	3.550	6.020	......	......
		Marilla	....	2.470			
530	Base Line—Grand Island, Sec. 1	Grand Island	....	1.810	1.810	......	......
531	Base Line—Grand Island, Sec. 2	Grand Island	....	2.590	2.590	......	......
532	Base Line—Grand Island, Sec, 3	Grand Island	....	1.870	1.870	......	......
584	Skinnersville—New Home Bridge	Amherst	....	7.960	7.960	......	......
642	Angola—Evans Center, Angola—Brant	Brant	....	4.197	6.900	......	......
		Evans	....	2.703			
644	Alden—Town Line, Sec. 2	Alden	....	0.730	0.730	......	......
645	Orchard Park—Griffin Mills, Secs. I and II	East Hamburg	....	3.185	4.640	......	......
		Aurora	....	1.455			
750	Clarence Center	Clarence	....	5.950	5.950	......	......
751	Aurora—Glenwood, Part 2	Colden	....	7.070	......	7.070	......
862	Hamburg Village	Hamburg	0.970	0.970	......	0.970	......
863	Blasdell Village	Hamburg	1.060	1.060	1.060	......	......
866	Aurora—Glenwood, Part I	Aurora	....	2.010	......	2.010	......
			2.030	173.867	163.817	10.050	......

STATE HIGHWAYS.

5019....	Lake Shore—Lackawanna City	Hamburg	....	1.890	......	1.890	......
5054....	Eighteen Mile Creek	Evans	....	0.960	......	2.000	......
		Hamburg	....	1.040			
5061....	Williamsville Village	Amherst	1.080	1.080	......	1.080	......
5071....	Lackawanna City—South	Hamburg	....	0.720	......	......	0.720
			1.080	5.690	......	4.970	0.720

ESSEX COUNTY.

COUNTY HIGHWAYS.

232....	Old State	Chesterfield	....	2.640	2.640	......	......
658....	County Line—Aiden Lair, Sec. 1	Minerva	....	3.640	3.640	......	......
744....	Port Henry—Westport, Sec. 2	Westport	....	4.070	4.070	......	......
745....	Taylor—Schroon Lake Village	Schroon	....	5.460	5.460	......	......
756....	Aiden Lair—Newcomb, Sec. 2	Newcomb	....	7.030	7.030	......	......
821....	Saranac Lake—Bloomingdale	St. Armand	....	5.580	......	5.580	......
841....	Crown Point—Port Henry	Crown Point	....	2.230	4.450	......	......
		Moriah	....	2.220			
859y....	Keeseville Village	Chesterfield	0.570	0.570	......	0.570	......
			0.570	33.440	27.290	6.150	......

STATE HIGHWAY.

5011....	Ausable Forks—Jay	Jay	....	3.450	......	3.450	......

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y. Essex and Clinton counties.

FRANKLIN COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
701	Malone—North Bangor	Malone	....	2.850	4.510	......	......
		Bangor	....	1.660			
702	Malone—Fort Covington, Sec. 2	Westville	....	6.220	6.220	......	......
703	Malone—Fort Covington, Sec. 3	Westville	....	1.770	4.190	......	......
		Fort Covington	....	2.420			
820	Hogansburg—Bombay	Bombay	....	6.520	6.520	......	......
884	Malone—Fort Covington, Part 1	Malone	....	3.580	......	......	3.580
885	Moira—Bombay	Moira	....	4.340	......	......	8.580
		Bombay	....	4.240			
			....	33.600	21.440	......	12.160

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5031	Malone—Moira, Part 2	Bangor	....	3.000	......	3.000	......
5076	Malone—Moira, Part 3	Bangor	....	1.610	......	......	5.220
		Moira	....	3.610			
			....	8.220	......	3.000	5.220

FULTON COUNTY.

COUNTY HIGHWAYS.

33....	Gloversville—Mayfield	Johnstown	....	1.350	4.040	......	......
		Mayfield	....	2.690			
109....	Argersinger	Johnstown	....	2.300	2.300	......	......
110....	Briggs	Johnstown	....	2.250	2.250	......	......
246....	Gloversville—Meco—Phelps	Johnstown	....	2.030	2.030	......	......
247....	Johnstown—Kecks Center	Johnstown	....	4.670	4.670	......	......
248....	Gloversville—Broadalbin	Johnstown	....	0.380	2.020	......	......
		Mayfield	....	1.640			
249....	Old Plank	Perth	....	3.140	3.140	......	......
361....	Johnstown—Tribes Hill, Sec. 1	Johnstown	....	2.220	2.220	......	......
362....	Northville—Chapmans Corners	Northampton	....	1.710	1.710	......	......
363....	Mayfield—Northville, Sec. 1	Mayfield	....	1.370	1.370	......	......
376....	Gloversville—Bull Run	Johnstown	....	2.380	2.380	......	......
541....	Mayfield—Northville, Sec. 2	Mayfield	....	3.540	6.790	......	......
		Northampton	....	3.250			
542....	Schoolhouse—Caroga Creek	Johnstown	....	2.260	......	2.690	......
		Caroga	....	0.430			
543....	Johnstown—Broadalbin, Sec. 2	Mayfield	....	4.880	6.350	......	......
		Broadalbin	....	1.470			
544....	Johnstown—Broadalbin, Part 1	Johnstown	....	4.390	......	......	6.280
		Mayfield	....	1.890			
618....	Meco—Caroga Lake	Johnstown	....	4.770	......	......	8.810
		Caroga	....	4.040			
619....	Sammonsville—Johnstown	Johnstown	....	2.140	......	......	2.140
620....	Ephratah—Keck Center	Ephratah	....	4.790	......	......	7.060
		Johnstown	....	2.270			

FULTON COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
621*...	St. Johnsville—Oppenheim—Lassellsville.......	Oppenheim...............	....	6.320	......	......	7.140
		Ephratah................	....	0.820			
			....	75.390	41.270	2.690	31.430

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5065....	Northville Village—North....................	Northampton............	1.090	2.430	......	2.430	......

GENESEE COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
586....	East Pembroke—Batavia.....................	Batavia.................	....	5.580	5.580	......	......
853....	Batavia—Elba.............................	Batavia.................	....	2.390	4.070	......	......
		Elba....................	....	1.680			
			....	9.650	9.650	......	......

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5020....	East Pembroke—Pembroke...................	Pembroke...............	....	3.460	3.460	......	......
5090....	East Pembroke—Pembroke, Part II...........	Pembroke...............	....	4.470	......	......	4.470
			....	7.930	3.460	......	4.470

GREENE COUNTY.

COUNTY HIGHWAYS.

613....	Catskill—South Cairo	Catskill	....	5.600	5.600	......	......
719....	Greenville—Coxsackie, Sec. 2	New Baltimore	....	0.420	5.560	......	......
		Coxsackie	....	5.140			
796....	Greenville—Coxsackie, Sec. 1	Greenville	....	4.620	4.620	......	......
797....	Hunter—Windham, Part 2	Windham	....	3.390	3.390	......	......
886....	Lexington—Prattsville	Lexington	....	0.120	......	......	4.190
		Prattsville	....	4.070			
887....	South Cairo—Cairo	Cairo	....	3.150	......	......	3.150
			....	26.510	19.170	......	7.340

STATE HIGHWAY.

5027....	Catskill—Saugerties, Part 3	Catskill	......	1.940	1.940	......	......

HAMILTON COUNTY.

COUNTY HIGHWAYS.

277....	Lake Pleasant—Speculator	Lake Pleasant	....	3.440	3.440	......	......
848‖...	Long Lake—Grove	Long Lake	....	3.760	......	3.760	......
874....	Nobleboro—Morehouseville	Morehouse	....	5.000	......	......	5.000
			....	12.200	3.440	3.760	5.000

STATE HIGHWAY.

5038....	County Line—Hope Center	Hope	....	3.000	......	3.000	......

‖ Contracted as county highway on State Route No. 25.

* Part not indicated on map approved by Legislature.

HERKIMER COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway.	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
14	Frankfort	Frankfort	....	1.110	1.110	......	......
133	Little Falls—Dolgeville	Manheim	....	2.290	2.290	......	......
233	Frankfort—East Schuyler	Schuyler	....	1.640	1.640	......	......
359	Frankfort—Utica, Sec. 2	Frankfort	....	1.890	1.890	......	......
360	Poland—Cold Brook	Russia	....	0.350	0.350	......	......
456	Little Falls—East Creek	Manheim	....	5.390	5.390	......	......
457	Little Falls—Herkimer	Little Falls Herkimer	....	2.360 2.960	5.320	......	......
458	Herkimer—Frankfort	Herkimer Schuyler	....	2.980 0.710	3.690	......	......
459	East Schuyler—Deerfield	Schuyler	....	5.530	5.530	......	......
460	Herkimer—Middleville	Fairfield Herkimer Newport	....	0.350 4.890 1.060	6.300	......	......
461	Middleville—Poland	Fairfield Newport	....	0.870 5.200	6.070	......	......
462	Old Forge—McKeever	Webb	...	10.340	......	10.340	......
463	Manheim Center—Salisbury	Manheim Salisbury	....	3.550 1.970	......	5.520	......
464	Salisbury Center—Stratford	Salisbury	....	5.460	5.460	......	......
465	Salisbury Center—Burrells	Salisbury	....	5.430	......	......	5.430
466	Burrells—Middleville	Fairfield	....	5.160	......	......	5.160
467	Newport—Norway—Cold Brook	Newport Norway Russia	....	1.090 2.820 1.820	......	......	5.730

468....	Little Falls—Fairfield	Little Falls	....	0.780	......	......	5.550
		Fairfield	....	4.770			
469....	Ilion—Cedarville	German Flats	....	2.280	......	......	7.190
		Litchfield	....	4.910			
470†...	Mohawk—Jodanville	German Flats	....	4.480	......	......	7.460
		Warren	....	2.980			
471†...	Jordanville—Richfield Springs—Warren	Warren	....	4.100	......	......	4.100
472....	Columbia—Mohawk	Columbia	....	2.630	......	......	2.630
473‡...	Little Falls—Jacksonburg	Little Falls	....	3.030	......	......	3.030
813‡...	Ilion—Frankfort—Utica	Frankfort	....	4.090	......	......	4.310
		German Flats	....	0.220			
830†...	Jordanville—Richfield Spgs., Warren-Parts 2 & 4	Warren	....	5.510	......	......	5.510
831....	Little Falls—Montgomery	Danube	....	5.670	......	......	5.670
868....	Dolgeville Village	Manheim	2.060	2.060	......	2.060	......
869....	Middleville Village	Newport	0.620	0.620	......	0.690	......
		Fairfield	0.070	0.070			
870....	Herkimer Village, West & East German St	Herkimer	1.990	1.990	......	1.990	......
871....	Cedarville—West Winfield	Winfield	....	5.050	......	......	5.050
			4.740	132.460	45.040	20.600	66.820

STATE HIGHWAYS.

5060....	Herkimer Village, East Albany Street	Herkimer	0.770	0.770	......	0.770	......
5064....	Middleville Village and Newport Village	Fairfield	....	0.540	1.570	......	......
		Newport	....	1.030			

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† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.

HERKIMER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Mils approved and awaiting contract
5069*...	Poland Village and Coldbrook Village	Newport	2.040	0.540	......	2.040	......
		Russia		0.690			
		Russia		0.810			
			2.810	4.380	1.570	2.810	......

JEFFERSON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Mils approved and awaiting contract
147....	Burrs Mills	Watertown	....	2.850	3.920	......	......
		Rutland	....	1.070			
181....	Watertown—Sacketts Harbor—Henderson, Sec. 1	Hounsfield	....	6.040	6.040	......	......
182....	Redwood—Alexandria Bay, Sec. 1	Alexandria	....	2.980	2.980	......	......
183....	Adams—Henderson, Sec. 1	Adams	....	3.030	3.030	......	......
184....	Pierrepont Manor—Ellisburg	Ellisburg	....	2.960	2.960	......	......
185....	State	Lorraine	....	1.000	1.000	......	......
186....	Depot	Lyme	....	0.990	0.990	......	......
234....	Adams—Henderson, Sec. 2	Adams	....	0.700	6.890	......	......
		Henderson	....	6.190			
235....	Watertown—Sacketts Harbor—Henderson, Sec. 2	Hounsfield	....	2.230	2.230	......	......
236....	Redwood—Alexandria Bay, Sec. 2	Alexandria	....	4.190	4.190	......	......
237....	Sacketts Harbor	Watertown	....	1.450	1.450	......	......
238....	Henderson Harbor	Henderson	....	5.090	5.090	......	......
423....	Watertown—Theresa, Sec. 3	Theresa	....	4.190	4.190	......	......

424....	Belleville—Adams, Sec. 1	Ellisburg	....	1.370	1.600	......	......
		Adams	....	0.230			
425....	Adams—Watertown, Sec. 2	Adams	....	3.160	3.160	......	......
426....	State, Sec. 2	Lorraine	....	4.050	4.050	......	......
427....	Watertown—Carthage, Sec. 2	Rutland	....	3.070	5.470	......	......
		Champion	....	2.400			
428....	Watertown—Carthage, Sec. 3	Wilna	....	4.880	4.880	......	......
440....	Philadelphia	Philadelphia	....	5.400	5.400	......	......
565....	Watertown—Theresa, Sec. 1	Pamelia	....	7.350	......	7.350	......
624....	Carthage—Wilna	Wilna	....	3.090	......	3.090	......
625....	Theresa—Antwerp, Part 2	Antwerp	....	5.420	......	......	5.420
626....	Burrs Mills—South Champion	Rutland	....	4.630	......	......	4.630
814....	Watertown—Theresa, Part 2	Pamelia	....	0.090	......	......	5.310
		LeRay	....	5.220			
835....	Adams Center—Tremaine Corners, Part 2	Rodman	....	5.580	......	......	5.580
844....	Henderson Village	Henderson	1.070	1.070	......	......	1.070
			1.070	101.970	69.520	10.440	22.010

STATE HIGHWAYS.

5005....	Black River—Watertown	LeRay	....	2.870	4.840	......	......
		Pamelia	....	0.770			
		Rutland	1.200	1.200			
			1.200	4.840	4.840	......	......

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* 1.23 miles in village of Poland, 0.81 miles in village of Coldbrook.

LEWIS COUNTY.

COUNTY HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
847....	Copenhagen—Lowville	Lowville	....	5.740	......	5.740	......

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5036....	Lowville—Martinsburg	Lowville	....	0.570	......	2.610	......
		Martinsburg	....	2.040			
5077....	Martinsburg—Turin	Martinsburg	....	3.080	......	......	3.080
			....	5.690	......	2.610	3.080

LIVINGSTON COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
482....	Dansville—Mt. Morris, Sec. 3	Mt. Morris	....	2.230	2.230	......	......
622....	Mt. Morris—Geneseo	Mt. Morris	....	1.400	5.200	......	......
		Groveland	....	1.285			
		Geneseo	....	2.515			
623....	Geneseo—Avon	Geneseo	....	3.730	6.990	......	......
		Avon	....	3.260			
714....	Dansville—Mt. Morris, Sec. 1	N. Dansville	....	0.720	5.370	......	......
		W. Sparta	....	4.650			
715....	Dansville—Mt. Morris, Part 2	W. Sparta	....	2.890	......	4.540	......
		Groveland	....	1.650			
716....	Livonia—Lakeville	Livonia	....	2.230	......	......	2.230
717....	Livonia—Ontario County Line	Livonia	....	5.870	......	......	5.870

718....	Geneseo—Piffard..........................	York....................	....	2.120	......	......	2.120
828....	Kudei's Corners—Springwater Town Line......	Conesus..................	....	7.210	......	......	7.210
829....	Livonia—Conesus Town Line.................	Livonia..................	....	3.630	......	......	3.630
855....	Mt. Morris Village........................	Mt. Morris...............	0.470	0.470	......	0.470	......
856....	Geneseo Village...........................	Geneseo..................	1.320	1.320	1.320	......	......
867....	Dansville Village.........................	North Dansville..........	1.090	1.090	......	1.090	......
			2.880	48.270	21.110	6.100	21.060

STATE HIGHWAY.

5021....	Leroy—Caledonia—Mumford.................	Caledonia................	....	3.990	3.990	......	......

MADISON COUNTY.

COUNTY HIGHWAYS.

337....	Syracuse Turnpike.........................	Cazenovia................	....	1.576	1.576	......	......
339....	Georgetown...............................	Georgetown.............	....	3.290	3.290	......	......
506....	Chittenango—Eagle Village.................	Sullivan.................	....	2.180	2.180	......	......
726....	Chittenango—Oneida, Sec. 2................	Lenox................... Oneida (City)............	....	5.860 1.670	7.530	......	......
727§‡..	Chittenango—Oneida, Part 1................	Sullivan.................	....	1.950	......	......	1.950
811....	Georgetown—Otselic........................	Georgetown.............	....	2.390	2.390	......	......
812....	Canastota—South Bay......................	Lenox....................	....	4.810	4.810	......	......
883....	De Ruyter—Otselic, Part 1..................	De Ruyter..............	....	2.140	......	......	2.140
			....	25.866	21.776	......	4.090

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‡ Designated by the Commission as State system.
§ Original plans 5.15 miles; 3.20 miles contracted as State Highway No. 5014.

MADISON COUNTY — (*Concluded*).

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5014	Chittenango—Oneida, Part I	Sullivan	....	3.200	......	3.200	......
5078	Wampville—Oneida Castle	City of Oneida	2.560	2.560	......	......	2.560
			2.560	5.760	......	3.200	2.560
	MONROE COUNTY.						
	COUNTY HIGHWAYS.						
5	East Avenue	Brighton	....	1.710	2.450	......	......
		Pittsford	....	0.740			
6	Ridge, Sec. 1	Greece	....	6.530	6.530	......	......
15	Hudson Avenue	Irondequoit	....	0.630	0.630	......	......
60	Fairport	Pittsford	....	1.778	3.036	......	......
		Perinton	....	1.258			
61	Pittsford	Pittsford	....	1.304	1.304	......	......
62	West Henrietta	Brighton	....	2.260	6.237	......	......
		Henrietta	....	3.977			
63	Scottsville, Sec. 1	Chili	....	2.250	2.250	......	......
78	Clifton, Sec. 1	Chili	....	3.623	3.623	......	......
79	Scottsville, Sec. 2	Chili	....	6.322	7.585	......	......
		Wheatland	....	1.263			
80	Hamlin, Sec. 1	Clarkson	....	4.637	4.637	......	......
81	Hamlin, Sec. 2	Hamlin	....	4.057	4.057	......	......
82	Buffalo, Sec. 1	Gates	....	0.364	0.364	......	......

83	Buffalo, Sec. 2	Gates	....	5.089	5.089	......	......
94	Monroe Avenue	Brighton	....	2.381	4.035	......	......
		Pittsford	....	1.654			
98	Webster, Sec. 1	Irondequoit	....	1.576	1.576	......	......
99	Webster, Sec. 2	Penfield	....	2.361	2.960	......	......
		Webster	....	0.599			
100	Webster, Sec. 3	Webster	....	3.398	3.398	......	......
101	Webster, Sec. 4	Webster	....	2.879	2.879	......	......
165	Little Ridge, Sec. 2	Parma	....	2.062	2.062	......	......
166	Penfield, Sec. 1	Brighton	....	1.168	3.632	......	......
		Penfield	....	2.464			
167	Penfield, Sec. 2	Penfield	....	5.313	5.313	......	......
168	Dugway, Sec. 1	Brighton	....	2.061	3.306	......	......
		Penfield	....	1.245			
169	Dugway, Sec. 2	Penfield	....	4.019	4.019	......	......
170	Dugway, Sec. 3	Penfield	....	2.880	2.880	......	......
171	Lake, Sec. 1	Sweden	....	2.000	2.000	......	......
172	Portland Avenue, Sec. 1	Irondequoit	....	0.703	0.703	......	......
173	Hudson Avenue, Sec. 2	Irondequoit	....	0.995	0.995	......	......
252	Clifton, Sec. 2	Chili	....	2.197	2.197	......	......
253	Lyell	Gates	....	2.120	2.120	......	......
254	Chili, Sec. 1	Gates	....	3.110	3.110	......	......
255	Chili, Sec. 2	Chili	....	2.556	2.556	......	......
256	Little Ridge, Sec. 3	Parma	....	3.601	3.601	......	......
257	Little Ridge, Sec. 4	Clarkson	....	3.360	3.360	......	......
269	Hilton	Parma	....	4.300	4.300	......	......
276	Barnard Crossing, Secs. 1 and 2	Greece	....	4.140	4.140	......	......
286	Left Fork—German Church—Redman	Hamlin	....	5.550	5.550	......	......

MONROE COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
294	Clover Street	Brighton	....	0.216	5.887	......	......
		Pittsford	....	5.671			
398*	County Line	Hamlin	....	2.775	2.775	......	......
399	Latta	Greece	....	6.840	6.840	......	......
400	Portland Avenue, Sec. 2	Irondequoit	....	0.930	0.930	......	......
401	Rapids	Gates	....	1.900	1.900	......	......
402	Buffalo, Sec. 3	Ogden	....	2.050	3.620	......	......
		Chili	....	1.570			
403	Churchville—Riga	Riga	....	2.080	2.080	......	......
408	Rich's Dugway—Penfield	Penfield	....	0.847	2.430	......	......
		Brighton	....	1.583			
474	Clover Street, Sec. 2	Brighton	....	1.950	1.950	......	......
479	Fairport, Sec. 2	Perinton	....	0.270	0.270	......	......
480	Buffalo, Sec. 4	Riga	....	3.020	3.020	......	......
481	Despatch—Pittsford	Pittsford	....	0.990	0.990	......	......
491	Hilton—Bartletts Corners	Parma	....	1.010	1.010	......	......
492	Lake and Sweden	Sweden	....	5.750	......	5.750	......
493	Mendon—Pittsford	Mendon	....	2.632	6.260	......	......
		Pittsford	....	3.628			
494	East Henrietta—Rochester	Brighton	....	1.892	......	4.430	......
		Henrietta	....	2.538			
495	Parma Cor's—Spencerport; Spencerport—N. Chili	Parma	....	1.020	......	......	5.740
		Ogden	....	4.720			
496‡	Brockport—Holley, Part 1	Sweden	....	2.151	......	......	2.260
		Clarkson	....	0.109			
497	Pittsford—N. Henrietta	Pittsford	....	2.680	......	......	2.680

502....	Honeoye Falls—Pittsford Town Line	Mendon	....	5.220	......	......	5.220
538§...	Ridge—Rochester—Sea Breeze	Irondequoit	....	5.330	......	......	5.330
573....	Sea Breeze—Nine Mile Pt	Webster	....	6.400	......	......	6.400
574....	Fairport—Nine Mile Pt	Perinton	....	1.014	......	......	10.020
		Penfield	....	5.342			
		Webster	....	3.664			
575....	Honeoye Falls—Rush	Rush	....	2.436	......	......	4.130
		Mendon	....	1.694			
588¶...	Monroe—Orleans County Line	Clarkson	....	1.045	......	......	1.045
633....	East Hamlin—Lake Ontario	Hamlin	....	3.750	......	......	3.750
634....	Buffalo, Part 5	Riga	....	2.050	......	......	2.050
648....	W. Henrietta—W. Rush	Henrietta	....	1.630	......	......	7.360
		Rush	....	5.730			
760....	Little Ridge, Part 5	Clarkson	....	3.830	......	......	3.830
764‖‡..	Scottsville—Mumford	Wheatland	....	1.060	......	......	1.060
766....	Pittsford—Palmyra	Pittsford	....	1.320	......	......	1.320
767†...	Perinton—Palmyra	Perinton	....	5.990	......	......	5.990
810....	Victor—Mendon, Part 2	Mendon	....	1.030	......	......	1.030
851....	Hilton Village	Parma	1.110	1.110	1.110	......	......
			1.110	238.951	159.556	10.180	69.215

STATE HIGHWAY.

5046....	Scottsville—Mumford	Wheatland	....	5.780	......	5.780	......

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* Highway 398 lies half in Monroe county and half in Orleans county. Total length is 5.55 miles.
¶ Highway 588 lies half in Monroe county and half in Orleans county. Total length is 2.09 miles.
‡ Designated by the Commission as State system.
§ Part in city of Rochester.
‖ Original plans 6.52 miles. 5.46 miles contracted as State Highway No. 5046.
† Part designated by the Commission as State System.

MONTGOMERY COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Mies in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
32	Amsterdam—Minaville, Sec. 1	Florida	....	2.650	2.650	......	......
96	Amsterdam—Minaville, Sec. 2	Florida	....	0.644	0.644	......	......
107	Fultonville—Glen	Glen	....	3.660	3.660	......	......
108‖	West Mohawk River	Amsterdam	1.430	3.250	3.250	......	......
120	Canajoharie—Sharon Springs	Canajoharie	....	4.140	4.140	......	......
152	Fonda, East	Mohawk	....	2.500	2.500	......	......
155	Fonda, West	Mohawk	....	2.500	2.500	......	......
158	Northampton	Amsterdam	....	0.700	0.700	......	......
180	East Mohawk Turnpike	Amsterdam	....	2.820	2.820	......	......
298	Amsterdam—Hagaman	Amsterdam	....	2.200	2.200	......	......
299	Saulwaters Corners—Youngs Corners	Florida	....	2.770	2.770	......	......
300	DeGraff Corners—Sherburn Corners	Florida	....	1.130	1.130	......	......
301	Minaville—Scotch Bush	Florida	....	2.340	2.340	......	......
302	Fonda—Berryville	Mohawk	....	2.000	2.000	......	......
303	Fonda—Tribes Hill	Mohawk	....	2.210	2.210	......	......
304	Sprakers—Rural Grove, Sec. 1	Root	....	5.660	5.660	......	......
345	Canajoharie—Sprout Brook	Canajoharie	....	4.660	4.660	......	......
346	Sprakers—Rural Grove, Sec. 2	Root	....	2.520	2.520	......	......
347	Canajoharie—Sharon Springs, Sec. 2	Canajoharie	....	2.940	2.940	......	......
397	Canajoharie—Flat Creek—Blaine	Canajoharie	....	6.670	......	6.670	......
409	Fort Plain—Starkville	Minden	....	6.260	......	......	6.260
410	Fort Plain—Hessville	Minden	....	5.520	......	......	5.520
511	Glen—Charleston	Glen	....	2.300	......	......	3.810
		Charleston	....	1.510			

512....	Akin—Johnstown	Amsterdam	....	3.560	......	......	3.560
513¶...	Amsterdam—Morris Corners	Florida	....	2.520	......	......	2.520
514....	Fort Hunter—Amsterdam—Snooks Corners	Florida	....	6.460	......	......	6.460
515†...	Sammonsville—Fonda—Yosts	Mohawk	....	4.110	......	......	4.110
516....	Johnstown—Tribes Hill, Part 2	Mohawk	....	2.750	......	......	2.750
517†...	Nelliston—Palatine Bridge—Stone Arabia	Palatine	....	3.930	......	......	3.930
518‡§..	East Creek—Palatine Church, Part 2	St. Johnsville	....	1.890	......	......	1.890
632‡...	Hoffmans—Cranesville	Amsterdam	....	2.240	......	......	2.240
864....	Fultonville Village—Fonda Village	Glen—Fultonville	0.620	0.620	......	0.900	......
		Mohawk-Fonda	0.280	0.280			
			2.330	101.914	51.294	7.570	43.050
		STATE HIGHWAY.					
5028....	East Creek—St. Johnsville	St. Johnsville	0.900	3.730	......	3.730	......
			0.900	3.730	......	3.730	......
		NASSAU COUNTY.					
		COUNTY HIGHWAYS.					
270....	Birch Hill	Oyster Bay	....	1.160	1.160	......	......
434....	Anandale—Bay View	North Hempstead	....	1.690	1.690	......	......
435....	South Glenwood—Meeting House	Oyster Bay	....	1.840	1.940	......	......
		North Hempstead	....	0.100			

|| Part in village of Akin.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.
§ Original plans 5.620 miles, 3.73 miles contracted as State Highway No. 5028,
¶ Part in the City of Amsterdam.

NASSAU COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
436....	Jericho Turnpike—Plainview..................	Oyster Bay..............	....	6.980	6.980	......	......
437....	Jerusalem Avenue—Front Street..............	Hempstead..............	....	7.090	7.090	......	......
545....	Syosset—Cold Spring Harbor..................	Oyster Bay..............	....	3.220	3.220	......	......
546....	New Bridge..	Oyster Bay..............	....	1.725	6.025	......	......
		Hempstead..............	....	4.300			
547....	Willets—East Williston—Westbury Pond.......	Oyster Bay..............	....	0.150	6.430	......	......
		North Hempstead.........	....	6.280			
548§...	Berry Hill, Part 1..............................	Oyster Bay..............	....	4.780	4.780	......	2.810
548*...	Berry Hill, Part 2..............................	Oyster Bay..............	....	2.810			
			....	42.125	39.315	......	2.810
		STATE HIGHWAY.					
5051....	Little Neck—Old Westbury, Part 3............	North Hempstead.........	....	1.960	......	1.960	......

NIAGARA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
251....	Griswold Street.................................	Royalton................	....	3.147	3.147	......	......
475....	Suspension Bridge—Lewiston.................	Lewiston................	....	2.420	2.420	......	......
507....	Transit, Sec. 3..................................	Lockport................	....	3.100	4.680	......	......
		Pendleton..............	....	1.580			
617....	Lewiston—Dickersonville......................	Lewiston................	....	4.800	4.800	......	......
643....	North Tonawanda—Sanborn, Secs. I and II.....	Wheatfield..............	....	4.440	4.440	......	......

660....	Griswold Street—Bratts Bridge	Royalton	....	5.980	5.980	......	......
713....	North Tonawanda—Shawnee	Wheatfield	....	5.130	......	5.130	......
729....	Shawnee—Cambria	Cambria	....	3.200	3.200	......	......
740....	Sanborn—Pekin	Lewiston	....	1.880	2.750	......	......
		Cambria	....	0.870			
749....	Lockport—Tonawanda Creek	Lockport	....	3.080	......	......	10.360
		Royalton	....	7.280			
757....	Gasport—Hartland, Part 1	Royalton	....	1.211	......	......	2.798
		Hartland	....	1.587			
758....	Olcott—Lockport, Part 1	Newfane	....	8.670	......	......	8.670
759....	Olcott—Lockport, Part 2	Lockport	....	2.160	......	......	2.160
771....	McNalls Corners—Gasport	Royalton	....	2.350	......	......	2.350
773....	Pendleton Town Line—Lockport	Cambria	....	0.501	......	......	3.448
		Lockport	....	2.947			
774....	Tonawanda Creek—Pendleton Town Line	Pendleton	....	4.720	......	......	4.720
799....	Lockport—Youngstown, Parts 1 and 4	Cambria	....	1.650	......	......	4.270
		Wilson	....	2.620			
800....	Lockport—Youngstown, Parts 2 and 3	Porter	....	6.820	......	......	6.820
832†...	Mountain Ridge Road	Lockport	....	3.110	......	......	3.110
			....	85.253	31.417	5.130	48.706

STATE HIGHWAY.

5063‖...	Niagara Falls—Buffalo, Part 1	Niagara	1.660	2.500	......	2.500	......

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* Part not indicated on map approved by Legislature.
§ Part 1, 4.78 miles placed under contract 1910, appropriation exhausted.
† Part designated by the Commission as State system.
‖ Part in village of La Salle.

ONEIDA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
3	Deerfield	Deerfield	....	2.250	2.250	......	......
21‖	Sauquoit Creek	Whitestown	1.33	1.330	1.330	......	......
71	Utica—Paris	New Hartford	....	4.630	4.630	......	......
139	Hamilton Bridge	Vernon	....	1.290	1.290	......	......
140	Seneca Turnpike	Vernon	....	2.280	2.280	......	......
250	Utica—Oneida Castle, Sec. 1	New Hartford	....	3.640	8.530	......	......
		Kirkland	....	2.440			
		Westmoreland	....	2.450			
271	Utica—Oneida Castle, Sec. 2	Westmoreland	....	1.710	8.530	......	......
		Vernon	....	6.820			
295	Mohawk River—Floyd	Floyd	....	2.800	2.800	......	......
296	Mohawk River—Marcy	Marcy	....	4.540	4.540	......	......
297	Mohawk River—Deerfield	Marcy	....	2.480	3.740	......	......
		Deerfield	....	1.260			
368	Augusta Road—Augusta, Section	Augusta	....	3.380	3.380	......	......
369	Augusta Road—Oriskany Falls, Section	Augusta	....	2.990	2.990	......	......
406	Augusta Road—Vernon Center Section	Vernon	....	3.880	3.880	......	......
438	Augusta—(Lowell and Spencer Sections)	Vernon	....	2.880	7.100	......	......
		Westmoreland	....	4.220			
559	Utica—Bridgewater	Paris	....	5.040	9.090	......	......
		Bridgewater	....	4.050			
560	Mohawk River—Rome	Rome (city)	....	2.420	2.420	......	......
561¶	Rome—Northwestern, Sec. 1	Western	....	4.480	4.480	......	......
562¶	Rome—Northwestern, Sec. 2	Rome (city)	....	3.870	3.870	......	......

563	Rome—Taberg	Rome (city)	....	5.110	5.110	......	......
564	Rome Roads—Augusta and Westmoreland Secs.	Rome (city)	....	5.020	5.020	......	......
761‡	Deansboro—New Hartford	Marshall	....	0.250	......	6.320	......
		Kirkland	....	6.070			
837	Waterville—Deansboro	Marshall	....	4.770	......	......	4.770
838	Sauquoit	Paris	....	0.560	......	......	0.560
839	Augusta—Knoxboro	Augusta	....	1.210	......	......	1.210
840	North Brookfield—Waterville	Sangerfield	....	4.370	......	......	4.370
877	Clinton Village	Kirkland	0.970	0.970	......	......	0.970
			0.970	105.460	87.260	6.320	11.880
		STATE HIGHWAYS.					
5034	Vernon Village and Oneida Castle Village	Vernon	1.410	1.410	1.410	......	......
5052	New Hartford Village	New Hartford	0.650	0.650	......	0.650	......
5059	Whitesboro Village	Whitestown	1.600	1.600	......	1.600	......
5079	Clayville Village	Paris	1.440	1.440	......	......	1.440
			5.100	5.100	1.410	2.250	1.440

ONONDAGA COUNTY.

COUNTY HIGHWAYS.

8	Cortland Street	Onondaga	....	1.200	1.200	......	......
9	James Street	DeWitt	....	0.580	0.580	......	
48	West Lake	Skaneateles	....	1.000	1.000	......	......
49	Fabius—Apulia, Sec. 1	Fabius	....	2.000	2.000	......	......

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‡ Part constructed as county highway on State Route No. 8.
¶ Portion of original plans omitted through Delta reservoir.
|| Included in village of Yorkville.

ONONDAGA COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
74	Marcellus—Marietta	Marcellus	....	1.000	1.000	......	......
75	Fabius—Apulia, Sec. 2	Fabius	....	0.860	0.860	......	......
76	La Fayette	La Fayette	....	1.000	1.000	......	......
121	Fabius—Apulia, Sec. 3	Fabius	....	1.160	1.160	......	......
122	East Lake	Skaneateles	....	1.000	1.000	......	......
132	Genesee Turnpike	Geddes	....	1.130	1.130	......	......
245	Coleman Hill, Sec. 1	Pompey	....	1.210	1.210	......	......
290	South Salina Street	Onondaga	....	1.060	1.060	......	......
291	Cemetery	Onondaga	....	0.890	0.890	......	......
292	West Lake, Sec. 2	Skaneateles	....	1.000	1.000	......	......
293	East Lake, Sec. 2	Skaneateles	....	1.000	1.000	......	......
328	Valley Road—Marcellus	Marcellus	....	1.310	1.310	......	......
329	Valley Road—Camillus	Camillus	....	2.320	2.320	......	......
330	Skaneateles—Hamilton, Sec. 1	Tully	....	2.440	2.440	......	......
348	Collamer	DeWitt	....	1.900	1.900	......	......
429	Thompson	DeWitt	....	2.830	2.830	......	......
430	Jordan Valley, Sec. 1	Elbridge	....	1.720	1.720	......	......
431	Skaneateles—Spafford	Skaneateles	....	1.320	2.500	......	......
		Spafford	....	1.180			
452	Cicero—South Bay	Cicero	....	3.530	3.530	......	......
486	Skaneateles West Lake, Secs. 3, 4, 5	Skaneateles	....	3.370	3.370	......	......
487	Elbridge	Elbridge	....	3.660	3.660	......	......
488	Belle Isle	Camillus	....	2.070	2.070	......	......
489	Tully	Tully	....	3.650	4.440	......	......
		Fabius	....	0.790			
553	Fly	DeWitt	....	2.330	2.330	......	......

554....	Fabius	Fabius	....	4.910	4.910	......	......
555**..	East Syracuse—Chittenango	DeWitt	....	0.650	......	7.790	......
		Manlius	....	7.140			
556....	Manlius—Chittenango	Manlius	....	3.220	......	......	3.220
557....	Vesper—South Onondaga	Otisco	....	6.190	......	......	6.190
558†§..	Genesee Turnpike—Camillus	Camillus	....	3.750	......	......	3.750
655....	Jordan—Cross Lake	Elbridge	....	1.780	......	......	1.780
669....	Jamesville—Pompey	Pompey	....	4.000	......	......	5.980
		La Fayette	....	1.330			
		DeWitt	....	0.650			
670†...	Syracuse—Cold Spring	Salina	....	4.690	......	......	4.690
671....	Baldwinsville—Cold Spring	Lysander	....	3.740	......	......	3.740
672*...	Syracuse—Bridgeport	Salina	....	1.880	......	......	7.590
		DeWitt	....	3.520			
		Manlius	....	2.190			
673‡...	Cicero—Brewerton	Cicero	....	4.840	......	......	4.840
			....	104.990	55.420	7.790	41.780
		STATE HIGHWAYS.					
5016....	Camillus—Fairmount	Camillus	....	3.090	......	3.090	......
5080....	Elbridge Village—Camillus, Part 1	Elbridge	1.750	3.020	......	......	3.020
			1.750	6.110	......	3.090	3.020

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† Part designated by the Commission as State system.
§ Original plans 6.840 miles, 3.09 miles contracted as State Highway No. 5016.
* Not indicated on map approved by Legislature.
‡ Designated by the Commission as State system.
** Part built as county highway on State Route No. 6.

ONTARIO COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway.	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
146	Geneva—Canandaigua, Sec. 1	Seneca	....	5.624	5.624	......	......
187	Bristol	Canandaigua	....	1.720	1.720	......	......
188	Bristol Valley	East Bloomfield	....	4.446	4.830	......	......
		Bristol	....	0.384			
189	East Side Lake, Sec. 2	Canandaigua	....	1.286	1.286	......	......
190	East Side Lake, Sec. 1	Gorham	....	2.368	2.368	......	......
191	Honeoye—Hemlock	Richmond	....	4.549	4.549	......	......
203	Gorham—Stanley	Gorham	....	2.197	2.197	......	......
204	Naples—Atlanta	Naples	....	0.585	0.585	......	......
205	Naples—Woodville	Naples	....	3.264	3.451	......	......
		South Bristol	....	0.187			
206	Reeds Corners	Hopewell	....	0.162	2.220	......	......
		Gorham	....	2.058			
207	Geneva—Canandaigua, Sec. 2	Hopewell	....	5.978	6.213	......	......
		Canandaigua	....	0.235			
333	Geneva—Canandaigua, Sec. 3	Geneva	....	1.090	1.090	......	......
334	Lyons—Geneva	Geneva	....	1.366	1.686	......	......
		Phelps	....	0.320			
335	Victor—Mendon, Sec. 1	Victor	....	5.200	5.200	......	......
396‡	Bristol Valley, Part 2	Bristol	....	6.680	......	......	6.680
404‡	Bristol Valley, Part 3	South Bristol	....	2.000	......	......	2.000
484	Canandaigua—Victor	Canandaigua	....	3.407	6.786	......	......
		Farmington	....	3.379			
485	West Bloomfield—Honeoye Falls	West Bloomfield	....	3.760	3.760	......	......

607....	Manchester—Clifton Springs	Manchester	....	4.350	4.350	......	......
608....	Phelps—Clifton Springs	Phelps	....	2.210	2.210	......	......
635....	Geneva—Halls Corners	Seneca	....	5.040	5.040	......	......
636....	Stanley—Geneva	Seneca	....	3.160	3.160	......	......
637....	Manchester—Victor	Farmington	....	5.300	......	5.300	......
638....	Geneva	Geneva	....	1.020	1.020	......	......
639....	Cheshire Corners—McJannetts Hill	Canandaigua	....	7.100	......	......	7.100
662....	Gorham—Rushville	Gorham	....	6.820	......	......	6.820
			....	97.245	69.345	5.300	22.600
		STATE HIGHWAYS.					
5015....	Canandaigua Village	Canandaigua	1.190	1.190	1.190	......	......
5041....	Lima—East Bloomfield, Part 2	West Bloomfield	....	2.400	2.400	......	......
5081....	Lima—East Bloomfield, Part 3	West Bloomfield	....	1.770	......	......	5.260
		East Bloomfield	....	3.490			
			1.190	8.850	3.590	......	5.260
		ORANGE COUNTY.					
		COUNTY HIGHWAYS.					
42....	Newburgh—Woodbury	New Windsor	....	2.950	11.000	......	......
		Cornwall	....	6.260			
		Woodbury	....	1.790			
43....	Cohecton Turnpike, Sec. 2	Newburgh	....	2.230	7.550	......	......
		Montgomery	....	5.320			
44....	Goshen—Florida	Goshen	....	3.760	4.220	......	......
		Warwick	....	0.460			

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‡ Designated by the Commission as State system.

ORANGE COUNTY — (*Continued*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
45	Middletown—Pine Bush, Sec. 1	Crawford	....	6.410	9.250	......	......
		Walkill	....	2.840			
46	Turners—Monroe	Monroe	....	1.520	1.520	......	......
64	Walden—Scotts Corners	Montgomery	....	1.840	1.840	......	......
65	Montgomery—Goshen	Montgomery	....	1.425	7.950	......	......
		Hamptonburg	....	5.100			
		Goshen	....	1.425			
93	Florida—Warwick	Warwick	....	4.670	4.670	......	......
95	Middletown—Goshen	Wawayanda	....	1.530	5.760	......	......
		Walkill	....	0.320			
		Goshen	....	3.910			
113	Cochecton Turnpike, Sec. 1	Newburgh	....	2.290	2.290	......	......
114	Middletown—Pine Bush, Sec. 2	Walkill	....	1.210	1.210	......	......
115	Central Valley—Turner, Sec. 1	Woodbury	....	2.190	2.620	......	......
		Monroe	....	0.430			
153	Newburgh—Campbell Hall	Newburgh	....	0.710	13.380	......	......
		New Windsor	....	8.210			
		Hamptonburg	....	4.460			
154	Chester—Vails Gate	Chester	....	1.100	11.490	......	......
		Blooming Grove	....	6.700			
		Cornwall	....	2.960			
		New Windsor	....	0.730			
156	Chester—Goshen	Chester	....	0.488	3.100	......	......
		Goshen	....	2.612			
157	Woodbury—Central Valley	Woodbury	....	3.480	3.480	......	......

159....	Middletown—Slate Hill	Wawayanda	....	3.490	3.490	......	......
160....	Slate Hill—Unionville	Wawayanda	....	2.170	8.380	......	......
		Minisink	....	6.210			
161....	Newburgh—Shawangunk	Newburgh	....	8.610	8.610	......	......
281§...	West Point—Central Valley	Highland	....	1.960	......	......	5.850
		Woodbury	....	3.890			
282....	Greenville—Slate Hill	Greenville	....	3.395	7.130	......	......
		Wawayanda	....	3.735			
283....	Greenville—Port Jervis	Greenville	....	3.000	5.110	......	......
		Deer Park	....	2.110			
312....	Middletown—Cuddebackville, Sec. 1	Walkill	....	2.555	4.396	......	......
		Mt. Hope	....	1.841			
313....	Middletown—Cuddebackville, Sec. 2	Mt. Hope	....	3.030	5.180	......	......
		Deer Park	....	2.150			
382....	Walden—Pine Bush	Montgomery	....	3.070	6.570	......	......
		Crawford	....	3.500			
411‖...	West Point—Cornwall	Highland	....	0.990	......	2.470	......
		Cornwall	....	1.480			
412....	Port Jervis—Sullivan Co. Line, Sec. 1	Deer Park	....	5.740	5.740	......	......
413....	Highland Mills—Monroe	Woodbury	....	1.890	3.270	......	......
		Monroe	....	1.380			
414....	Scotts Corners—Burnside	Montgomery	....	3.890	......	5.540	......
		Hamptonburg	....	1.650			
415....	Newburgh—Cornwall	New Windsor	....	1.870	......	......	3.160
		Cornwall	....	1.290			
416*...	Rockland Co. Line—Tuxedo	Tuxedo	....	6.100	......	......	6.100

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§ Advertised but injunction prevented award.
‖ Contract awarded but injunction prevented construction.
* Part not indicated on map approved by Legislature.

ORANGE COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
447*...	Warwick—Greenwood Lake	Warwick	....	6.920	......	......	6.920
448....	Port Jervis—Sullivan Co. Line, Part 2	Deer Park	....	3.660	......	......	3.660
449....	Burnside—Washingtonville	Hamptonburg	....	1.960	......	......	3.190
		Blooming Grove	....	1.230			
498....	West Point—Central Valley, Part 2	Highland	....	3.000	......	......	3.000
499....	Middletown—Montgomery	Walkill	....	6.820	......	......	9.030
		Montgomery	....	2.210			
500§...	Cemetery—Cedar Hill; Unionville; New Hampton—Denton; Tuxedo	Newburgh	....	1.100	......	......	5.850
		Minisink	....	0.300			
		Wawayanda	....	0.660			
		Warwick	....	3.620			
		Tuxedo	....	0.170			
501....	Goshen—Middletown	Goshen	....	2.720	......	......	5.250
		Wawayanda	....	1.550			
		Walkill	....	0.980			
576....	Montgomery—Bullville	Montgomery	....	2.920	......	......	7.510
		Crawford	....	4.590			
600‖...	Monroe—Chester	Monroe	....	0.510	......	......	5.060
		Chester	....	2.730			
		Blooming Grove	....	1.820			
605*...	Highland Lake—Fort Montgomery	Highland	....	2.040	......	......	2.040
739....	Turner	Monroe	....	0.980	......	......	0.980
			....	224.816	149.206	8.010	67.600

STATE HIGHWAY.

5007....	Newburgh—Cedar Hill—Cemetery	Newburgh	....	3.280	3.280	......	......

ORLEANS COUNTY.

COUNTY HIGHWAYS.

386....	Five Corners—Kuckville, Sec. 1	Gaines	....	3.073	3.473	......	......
387....	Five Corners—Kuckville, Sec. 2	Carlton	....	5.801	5.801	......	......
388....	Kendalls Corners	Kendall	....	3.424	3.424	......	......
389....	Maple Ridge, Sec. 1	Shelby	....	3.072	3.072	......	......
390....	Maple Ridge, Sec. 2	Shelby	....	2.797	2.797	......	......
391....	Clarendon—Holley, Sec. 1	Clarendon	....	4.537	4.537	......	......
392....	Oak Orchard, Sec. 1	Albion Barre	....	1.497 1.845	3.342	......	......
393....	Oak Orchard, Part 2	Gaines	....	3.610	3.610	......	......
394....	Oak Orchard, Part 3	Carlton	....	3.252	......	......	3.252
395....	Medina—Alabama	Shelby	....	5.445	......	......	5.445
398¶...	County Line	Kendall Murray	....	2.757 0.018	2.775	......	......
578‖...	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Albion	....	3.670	......	......	3.670
579....	Barre Center—West Barre	Barre	....	4.650	......	......	4.650
580a...	Fancher—Brockville	Murray	....	1.300	......	......	1.300
581....	Yates Center—Lyndonville	Yates	....	3.850	......	......	3.850

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* Part not indicated on map approved by Legislature.
§ Part designated by the Commission as State system.
‖ Designated by the Commission as State system.
¶ Highway 398 lies half in Orleans county and half in Monroe county. Total length, 5.55 miles.
a Not indicated on map approved by Legislature.

ORLEANS COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
582‡§a.	Holley Ridge and Brockport—Holley	Murray	....	2.610	......	......	2.610
588†...	Monroe—Orleans Co. Line	Murray	....	1.045	......	......	1.045
688a...	Auger	Kendall	....	1.580	......	......	1.580
			....	60.233	32.831	......	27.402

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5025....	Albion St.—Holley	Murray	....	2.460	2.460	......	......
			....	2.460	2.460	......	......

OSWEGO COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
278....	Syracuse—Watertown	Hastings	....	2.410	2.410	......	......
279....	West Oswego River	Oswego	....	2.480	2.480	......	......
280....	Oswego—Sterling	Oswego	....	1.660	1.660	......	......
370....	Minetto	Oswego	....	0.480	0.480	......	......
450....	Phoenix—Pennellville	Schroeppel	....	1.920	1.920	......	......
451....	Minetto—Fulton	Oswego	....	1.990	1.990	......	......
509....	Oswego—Mexico, Sec. 1	Scriba	....	5.400	5.400	......	......
539....	Fulton—Volney	Volney	....	2.090	2.090	......	......
653....	Granby Roads	Granby	....	5.060	5.060	......	......
654....	Oswego—Mexico, Sec. 2	New Haven	....	5.350	5.350	......	......
661....	Oswego: West Fifth St.—Fruit Valley	Oswego	....	3.580	3.580	......	......

746	Carleys Mills—Parish	Parish	....	1.120	1.120	......	......
746‡	Parish—Colosse	Parish	....	0.410	......	......	0.410
772	Fulton—Hannibal, Part 1	Granby	....	3.630	......	......	3.630
825	Fulton—Oswego	Granby	....	3.330	......	......	3.330
826	Pulaski—Orwell	Richland	....	4.370	......	......	5.940
		Orwell	....	1.570			
			....	46.850	33.540	......	13.310

STATE HIGHWAYS.

5044	Mexico—Union Square, Part 1	Mexico	....	3.500	3.500	......	......
5082	Mexico—Union Square, Part 2	Mexico	....	2.920	......	......	2.920
5083	Union Square—Pulaski, Part 1	Mexico	....	1.160	......	......	2.610
		Richland	....	1.450			
			....	9.030	3.500	......	5.530

OTSEGO COUNTY.

COUNTY HIGHWAYS.

162	Oneonta	Oneonta	....	1.390	1.390	......	......
219	Richfield Springs—Cherry Valley	Richfield	....	0.680	0.680	......	......
220	Worcester	Worcester	....	0.980	0.980	......	......
221	Edmeston	Edmeston	....	0.500	0.500	......	......
314	Gilbertsville—Mt. Upton	Butternuts	....	4.370	4.370	......	......
315	Morris—Gilbertsville, Sec. 1	Morris	....	3.537	3.537	......	......

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§ Original plans 5.070 miles, 2.46 miles contracted as State Highway No. 5025.
‡ Designated by the Commission as State system.
† Highway 588 lies half in Orleans county and half in Monroe county. **Total length, 2.09 miles.**
a Not indicated on map approved by Legislature.

OTSEGO COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
316....	Colliersville—Emmons	Oneonta	....	1.260	1.260	......	......
317....	Shady Side—Otego	Oneonta	....	2.730	2.730	......	......
318....	Colliersville—Milford Center	Milford	....	2.030	2.030	......	......
319....	Schenevus—Maryland	Maryland	....	3.660	3.660	......	......
674....	Milford Center—Milford	Milford	....	6.230	6.520	......	......
		Middlefield	....	0.290			
675‖...	Otego—Oneonta	Otego	....	3.340	......	3.990	......
		Oneonta	0.280	0.650			
676....	Otego—Wilseys Corners	Otego	....	2.050	2.050	......	......
677....	Edmeston—West Burlington—Kelseys Corners	Edmeston	....	2.200	4.000	......	......
		Burlington	....	1.800			
678....	Morris—Gilbertsville, Sec. 2	Butternuts	....	2.640	2.640	......	......
708....	Sidney—Unadilla	Unadilla	....	4.680	......	4.680	......
781....	Gilbertsville Village	Butternuts	0.800	0.800	0.800	......	......
782....	Otego Village	Otego	0.410	0.410	0.410	......	......
783....	Milford Village	Milford	0.680	0.680	0.680	......	......
784....	Cooperstown—Three Mile Point	Otsego	....	3.120	3.120	......	......
785‡§..	Richfield Springs—Schuyler Lake	Exeter	....	1.720	......	......	1.720
786....	Cherry Valley—Roseboom	Cherry Valley	....	2.430	......	3.760	......
		Roseboom	....	1.330			
787....	East End	Oneonta	0.470	0.470	......	0.470	......
833....	West Exeter—West Winfield	Exeter	....	0.300	......	......	5.440
		Plainfield	....	5.140			
			2.640	61.417	41.357	12.900	7.160

STATE HIGHWAY.

5037	Richfield Springs—Schuyler Lake	Richfield Exeter	....	3.270 0.240	......	3.510	......
			....	3.510	......	3.510	......

PUTNAM COUNTY.

COUNTY HIGHWAYS.

569	Baldwin Place—Mahopac	Carmel	....	5.900	5.900	......	......
570	Carmel—Kent	Carmel Kent	....	1.330 3.690	5.020	......	......
585	Towners Corners—County Line	Patterson	....	4.250	4.250	......	......
798	Kent—Towner	Patterson	....	2.780	2.780	......	......
			....	17.950	17.950	......	......

STATE HIGHWAY.

5006	Croton Falls—Brewster	Southeast	....	1.800	......	1.800	......
			....	1.800	......	1.800	......

RENSSELAER COUNTY.

COUNTY HIGHWAYS.

10	Troy—Brunswick, Sec. 1	Brunswick	....	1.000	1.000	......	......
11	Troy—Greenbush, Sec. 1	North Greenbush	....	1.030	1.030	......	......

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§ Original plans 5.23 miles, 3.51 miles contracted as State Highway No. 5037.
‡ Designated by the Commission as State system.
‖ Part in city of Oneonta.

RENSSELAER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
25	Troy—Brunswick, Sec. 2	Brunswick	....	3.050	3.050	......	......
26	Troy—Greenbush, Sec. 2	North Greenbush	....	2.590	2.590	......	......
55	Hoags Corners	Nassau	....	3.150	3.150	......	......
77	Albia—Wynantskill	Brunswick	....	0.180	1.500	......	......
		North Greenbush	....	1.320			
84	Troy—Brunswick, Sec. 3	Brunswick	....	2.460	2.460	......	......
102	Barracks	East Greenbush	....	2.050	2.050	......	......
194	Sand Lake—Troy	Sand Lake	....	1.470	1.490	......	......
		Poestenkill	....	0.020			
195	Wynantskill—West Sand Lake	Sand Lake	....	1.160	4.010	......	......
		Poestenkill	....	0.640			
		North Greenbush	....	2.210			
196	East Nassau	Nassau	....	3.020	3.020	......	......
197	Brick Church—Rock Hollow	Brunswick	....	3.330	3.330	......	......
200	Old Northern Turnpike	Hoosick	....	2.750	2.750	......	......
201	Troy—Poestenkill	North Greenbush	....	0.750	3.600	......	......
		Poestenkill	....	2.850			
202	Boston—Albany	East Greenbush	....	4.046	5.424	......	......
		Schodack	....	1.378			
227	Brunswick—Turnpike	Brunswick	....	3.100	3.100	......	......
284	Averill Park—Crooked Lake	Sand Lake	....	3.610	3.610	......	......
285	Nassau—Brainard	Nassau	....	3.650	3.650	......	......
287	Rensselaer—Best	North Greenbush	....	1.350	4.750	......	......
		East Greenbush	....	3.400			
288	Troy—Sand Lake, Sec. 2	Poestenkill	....	3.400	3.720	......	......
		North Greenbush	....	0.320			

439	**East Nassau—Brainard**	Nassau	....	3.780	3.780	......	......
477	Valley Falls	Pittstown	....	4.820	6.430	......	......
		Schaghticoke	....	1.610			
478	Haynersville—Raymertown	Brunswick	....	1.640	3.210	......	......
		Pittstown	....	1.570			
490	Hoosick—North Hoosick	Hoosick	....	6.350	6.350	......	......
504	Troy—Speigletown	Schaghticoke	....	1.690	1.690	......	......
536	Schodack Center—Nassau	Schodack	....	5.190	5.190	......	......
571	Spring Avenue, Troy—Poestenkill	Brunswick	....	2.440	2.610	......	......
		North Greenbush	....	0.170			
583	Couse—Luther	East Greenbush	....	3.400	......	3.400	......
594‡	Rensselaer—Defreestville	East Greenbush	....	2.060	......	......	2.730
		North Greenbush	....	0.670			
631	Eagle Mills—Clums Corners	Brunswick	....	2.250	......	2.250	......
659	Brunswick Center—Lansingburg	Brunswick	....	5.090	......	......	5.090
679	West Stephentown—Stephentown Center	Stephentown	....	4.170	......	......	4.170
680	Stephen Centertown—Massachusetts	Stephentown	....	3.870	......	......	3.870
765	Wynantskill—Defreestville—Winter Street	North Greenbush	....	4.120	......	......	4.120
			....	114.174	88.544	5.650	19.980
		STATE HIGHWAYS.					
5029	Schodack—Valatie, Part 2	Schodack	....	2.700	2.700	......	......
5040	Hoosick Falls Village	Hoosick	1.570	1.570	1.570	......	......
5084	Schodack—Valatie, Part 3	Schodack	....	2.900	......	......	2.900
			1.570	7.170	4.270	......	2.900

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‡ Designated by the Commission as State system.

ROCKLAND COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
90	Grassy Point	Stony Point	....	2.830	2.830	......	......
91	Nyack Turnpike	Ramapo	....	3.900	3.900	......	......
593	Highland Lake—Tompkins Cove	Stony Point	....	5.880	5.880	......	......
689	Spring Valley—Knapps Corners	Clarkstown	....	3.570	3.570	......	......
690	Monsey—Egypt Corners	Ramapo	....	4.250	4.250	......	......
728	State Line—Orangeburg	Orangetown	....	2.820	......	2.820	......
			....	23.250	20.430	2.820	......

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5002	Congers—Long Clove	Clarkstown	....	1.610	1.610	......	......

SARATOGA COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
39	Waterford, Sec. 1	Half Moon	....	1.510	1.510	......	......
58	Glens Falls—Saratoga, Sec. 1	Moreau	....	6.060	6.060	......	......
59	Waterford, Sec. 2	Half Moon	....	5.030	5.030	......	......
240	Waterford—Cohoes	Waterford	....	1.000	1.000	......	......
241	Saratoga—Ballston	Saratoga Springs	....	3.668	4.355	......	......
		Milton	....	0.687			
242	Saratoga—Glens Falls, Sec. 2	Wilton	....	1.250	1.250	......	......
243	Mechanicville—Stillwater	Stillwater	....	1.840	1.840	......	......
244	Saratoga—Schuylerville	Saratoga	....	6.010	6.010	......	......

340....	Saratoga—Corinth	Greenfield	....	7.250	7.250	......	......
441....	Saratoga—Glens Falls, Sec. 4 & 5	Wilton	....	6.000	8.320	......	......
		Moreau	....	2.320			
442....	Saratoga—Gansevoort	Wilton	....	6.140	6.140	......	......
443....	Saratoga—Greenfield—Schuylerville—Glens Falls	Saratoga Springs	....	5.560	6.280	......	......
		Greenfield	....	0.720			
610....	Mechanicville—Malta	Stillwater	....	3.740	7.420	......	......
		Malta	....	3.680			
611....	Malta—Saratoga	Malta	....	4.380	......	6.640	......
		Saratoga Springs	....	2.260			
741....	Saratoga—Corinth, Part 2	Corinth	....	4.100	......	......	4.100
815....	Corinth—Hadley	Corinth	0.790	3.200	......	......	6.220
		Hadley	....	3.020			
816†...	Galway—West Galway	Galway	....	4.030	......	......	4.030
817....	Scotch Church—Blue Corners	Charlton	....	3.580	......	......	3.580
818....	Ballston Town Line—Scotch Church	Charlton	....	5.230	......	......	5.230
819....	Ballston—Charlton Town Line	Milton	....	1.550	......	......	4.950
		Ballston	....	3.400			
842....	Waterford, Part 1	Waterford	....	0.270	0.270	......	......
			0.790	97.485	62.735	6.640	28.110

STATE HIGHWAYS.

5062....	Ballston—Ballston Lake, Part 1	Milton	....	0.770	......	2.740	......
		Ballston	1.200	1.970			
5085....	Ballston—Ballston Lake, Part 2	Ballston	....	4.550	......	......	4.550
			1.200	7.290	......	2.740	4.550

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† Part designated by the Commission as Stat system.

SCHENECTADY COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
111	Troy—Schenectady, Sec. 1	Niskayuna	0.600	2.000	2.000	......	......
73	Quaker Street, Sec. 1	Duanesburg	....	1.180	1.180	......	......
105	Quaker Street, Sec. 2	Duanesburg	....	0.349	0.349	......	......
106	Quaker Street, Sec. 3	Duanesburg	....	0.132	0.132	......	......
163	Broadway—Fort Hunter	Rotterdam	....	1.710	1.710	......	......
179	Schenectady—Albany	Rotterdam Niskayuna	....	1.175 1.175	2.350	......	......
407	Troy—Schenectady, Sec. 2	Niskayuna	....	3.025	3.025	......	......
577	Schenectady—Guilderland	Rotterdam	....	7.100	7.100	......	......
640	Rotterdam Junction—Pattersonville	Rotterdam Princetown	....	3.781 0.184	3.965	......	......
641	Schenectady—Rotterdam Junction	Rotterdam	....	4.760	4.760	......	......
788	South Schenectady—Mariaville	Rotterdam Princetown	....	5.090 2.230	7.320	......	......
789	Mariaville—Montgomery County Line	Duanesburg	....	5.750	......	5.750	......
793	Schenectady—Vischers Ferry	Niskayuna	....	1.820	......	......	1.820
880	Schenectady—Duanesburg	Rotterdam	....	2.790	......	......	2.790
			0.600	44.251	33.891	5.750	4.610

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in Village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5030	Scotia—Wyatts	Glenville	....	2.090	2.090	......	......

SCHOHARIE COUNTY.

STATE HIGHWAYS.

5039....	West Berne—Gallupville	Wright	....	3.370	......	3.370	......
5086....	Gallupville—Vrooman	Wright	....	1.820	......	......	5.020
		Schoharie	....	3.200			
			....	8.390	......	3.370	5.020

SCHUYLER COUNTY.

STATE HIGHWAY.

5047....	Watkins-Montour Falls	Dix	....	1.270	......	1.640	......
		Montour	1.030	0.370			
			1.030	1.640	......	1.640	......

SENECA COUNTY.

COUNTY HIGHWAYS.

273....	Seneca River, North Side	Seneca Falls	....	1.300	1.300	......	......
320....	Reservation Road—Fayette	Seneca Falls	....	1.110	5.720	......	......
		Fayette	....	4.610			
321....	Reservation Road—Varick	Varick	....	4.310	4.310	......	......
322‡...	Reservation Road—Romulus	Romulus	....	4.930	......	......	4.930
323....	Reservation Road—Ovid	Ovid	....	2.880	......	3.860	......
		Lodi	....	0.980			
324....	Center Road—Fayette, Part 1	Fayette	....	3.190	......	......	3.190
325....	Center Road—Fayette, Part 2	Fayette	....	3.020	......	......	3.020

|| Part in city of Schenectady.

‡ Designated by the Commission as State System.

SENECA COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
326....	Center Road—Varick	Varick	....	4.080	......	......	4.080
327....	Center Road—Romulus	Romulus	....	3.550	......	......	3.550
			....	33.960	11.330	3.860	18.770

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5042y...	Auburn—Seneca Falls	Seneca Falls	....	1.100	......	3.000	......
		Tyre	....	1.900			
5087....	Geneva—Waterloo	Waterloo	....	1.400	......	......	5.910
		Fayette	0.230	4.510			
			0.230	8.910	......	3.000	5.910

ST. LAWRENCE COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
521....	Massena—Waddington, Secs. 1 & 4	Louisville	....	8.000	8.620	......	......
		Massena	....	0.610			
732....	Ogdensburg—Canton, Sec. 1	Oswegatchie	....	4.170	8.790	......	......
		Lisbon	....	4.620			
733....	Ogdensburg—Canton, Sec. 2	Lisbon	....	2.690	8.020	......	......
		Canton	....	5.330			
734....	Potsdam—Parishville, Sec. 1	Potsdam	....	2.090	5.120	......	......
		Parishville	....	3.030			
735....	Potsdam—Colton	Colton	....	1.140	7.900	......	......
		Pierrepont	....	5.110			
		Potsdam	....	1.650			

875....	Elemdale—Gouverneur	Gouverneur	....	5.830	......	......	5.830
876....	Brasie Corners—Elemdale	Macomb	....	3.820	......	......	3.820
878....	Ogdensburg—Morristown	Oswegatchie	....	6.740	......	......	6.740
			....	54.840	38.450	......	16.390

STATE HIGHWAY.

5032....	Canton—Potsdam, Part 2	Potsdam	....	5.000	5.000	......	......

STEUBEN COUNTY.

COUNTY HIGHWAYS.

742....	Big Flats—Gibson	Corning	....	4.330	4.330	......	......
754....	Bath—Savona	Bath	....	1.460	1.460	......	......
850....	Caton—Corning	Corning	....	3.170	......	6.140	......
		Caton	....	2.970			
			....	11.930	5.790	6.140	......

STATE HIGHWAY.

5026....	Corning—Painted Post	Corning	....	0.520	......	3.560	......
		Irwin	0.540	3.040			
			0.540	3.560	......	3.560	......

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y Cayuga and Seneca counties.

SUFFOLK COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
289‖	Crescent Avenue	Southold	....	1.910	......	......	1.910
693	Amityville—Babylon	Babylon	....	3.820	3.820	......	......
694	Quogue—Riverhead	Southampton	....	7.690	7.690	......	......
743	Babylon—Bay Shore	Islip	....	4.080	4.080	......	......
794	Huntington—Amityville	Huntington	....	10.140	10.140	......	......
846	Sag Harbor—Easthampton	Easthampton	....	5.300	......	5.300	......
			....	32.940	25.730	5.300	1.910

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5008	Jericho Turnpike	Huntington	....	3.560	......	3.560	......

SULLIVAN COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
699	Liberty—Jeffersonville, Sec. 1	Liberty	....	6.570	6.570	......	......
700	Liberty—Jeffersonville, Sec. 2	Callicoon	....	5.150	5.150	......	......
795	Jeffersonville—Kenoza Lake—Fosterdale	Delaware Cochecton	....	5.260 0.940	6.200	......	......
823	Falls Mills—Callicoon	Delaware	....	4.820	......	4.820	......
824	Stone Bridge—Falls Mills	Delaware	....	3.360	......	......	3.360
			....	26.100	17.920	4.820	3.360

State Highway.

5035	Monticello—Liberty, Part 1	Thompson	....	2.480	......	2.480	......

Tioga County.

County Highway.

845	Spencer—Candor, Part 1	Spencer	....	4.010	......	4.010	......

State Highway.

5049	Waverly—Oswego, Part 1	Barton	....	2.580	2.580	......	......

Tompkins County.

County Highways.

72	Catskill Turnpike, Sec. 1	Ithaca	....	1.870	1.870	......	......
336	Cayuga Heights	Lansing	....	1.600	3.170	......	......
		Ithaca	....	1.570			
338	Catskill Turnpike, Sec. 2	Dryden	....	1.380	1.380	......	......
454	Ithaca	Ithaca	....	3.660	3.660	......	......
455	Wyckoff	Ithaca	....	0.340	0.340	......	......
483	Catskill Turnpike, Sec. 3	Dryden	....	0.730	4.440	......	......
		Caroline	....	3.710			
606	Cayuga Heights—Hanshaw's Corners	Ithaca	....	2.120	2.120	......	......

|| In United States government reservation.

TOMPKINS COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
616....	Trumansburg—Ithaca	Ulysses	....	6.030	8.660	......	......
		Ithaca	....	2.630			
681....	Ithaca—Dryden, Sec. 1	Ithaca	....	1.600	......	5.230	......
		Dryden	....	3.630			
682....	Ithaca—Dryden, Sec. 2	Dryden	....	3.950	......	3.950	......
683....	Dryden—Cortland	Dryden	....	3.570	......	3.570	......
			....	38.390	25.640	12.750	......

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5043....	Ithaca—Danby, Part 1	Ithaca	....	2.590	......	2.590	......

ULSTER COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
16....	Ulster—Delaware, Sec. 1	Shandaken	....	5.660	5.660	......	......
31....	Ulster—Delaware, Sec. 3	Shandaken	....	5.720	5.720	......	......
37....	Saugerties—Woodstock, Sec. 1	Woodstock	....	4.000	4.000	......	......
38....	Saugerties—Woodstock, Sec. 2	Saugerties	....	4.900	4.900	......	......
116....	Kingston—Rifton	Ulster	....	0.890	5.070	......	......
		Esopus	....	4.180			
117....	Ulster—Delaware, Sec. 2	Shandaken	....	5.090	5.090	......	......
118....	Shandaken—Hurley, Sec. 1	Olive	....	4.000	4.000	......	......
141....	Kingston—Ellenville, Sec. 3	Wawarsing	....	6.820	6.820	......	......

142....	Saugerties—Woodstock, Sec. 3	Saugerties	....	2.850	2.850	......	......
228....	Saugerties—Kingston	Saugerties	....	3.580	5.660	......	......
		Ulster	....	2.080			
229....	Kingston—High Falls	Ulster	....	1.795	6.910	......	......
		Rosendale	....	5.115			
230....	Kingston—Ellenville, Sec. 1	Marbletown	....	8.270	8.270	......	......
231....	Post, Sec. 1	Lloyd	....	7.080	7.080	......	......
305....	Kingston—Ellenville, Sec. 2	Rochester	....	7.250	7.250	......	......
306....	Kingston—Ulster Landing	Ulster	....	5.564	5.564	......	......
307....	Plattekill—Modena	Plattekill	....	7.160	7.160	......	......
308....	New Paltz—Rifton	New Paltz	....	3.280	4.160	......	......
		Esopus	....	0.880			
309§...	Post, Part 2	Marlborough	....	4.910	......	......	4.910
310....	Post, Part 3	Esopus	....	4.360	......	......	4.360
311‡...	Post, Part 4	Esopus	....	6.534	......	......	6.534
349†...	Saugerties—Catskill	Saugerties	....	3.760	......	......	3.760
350....	Highland—Gardner, Part 1	Plattekill	....	2.300	......	7.300	......
		Floyd	....	4.200			
		Marlborough	....	0.800			
351....	Highland—Gardner, Part 2	Plattekill	....	3.250	......	......	7.870
		Gardner	....	4.620			
352....	Kingston—Ellenville, Part 4	Hurley	....	1.910	......	......	1.910
353‖...	Woodstock—West Hurley	Woodstock	....	1.100	......	......	4.410
		Hurley	....	3.310			
354....	Highland Landing—Highland	Lloyd	....	1.200	......	......	1.200
419....	Rosendale—Perrines Bridge	Rosendale	....	1.960	......	......	1.960

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§ Original plans 6.480 miles, 1 57 miles contracted as State Highway No. 5001.
‡ Designated by the Commission as State system.
† Part designated by the Commission as State system.
‖ Flooded by Ashokan reservoir.

ULSTER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
422‡...	Bearsville—Beechford—Mt. Pleasant..........	Woodstock...............	....	6.220	......	......	8.830
		Shandaken...............	....	2.610			
572....	New Paltz—Plattekill..........................	New Paltz...............	....	2.790	......	......	3.870
		Gardner.................	....	1.080			
602....	Bearsville—Willow...........................	Woodstock...............	....	5.570	......	......	5.570
603*...	Napanoch—Montela..........................	Wawarsing...............	....	10.270	......	......	10.270
			......	168.918	96.164	7.300	65.454

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5000....	Saugerties—Kingston, Part 2..................	Ulster..................	....	3.230	3.230	......	......
5001....	Lloyd Town Line—Milton......................	Marlborough............	....	1.570	1.570	......	......
			....	4.800	4.800	......	......

WARREN COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
417....	Glens Falls—Lake George.....................	Queensbury..............	....	4.680	7.560	......	......
		Caldwell................	....	2.880			
418....	Lake George—Bolton Landing................	Caldwell................	....	3.960	9.740	......	......
		Bolton..................	....	5.780			
656....	Sandy Hill—Glens Falls......................	Queensbury..............	....	2.120	2.120	......	......
691....	Riverside—Chestertown......................	Chester.................	....	5.750	5.750	......	......
692....	Loon Lake—Pottersville—Taylor's...........	Chester.................	....	8.940	......	8.940	......

736	North Creek—County Line	Chester	....	4.120	......	4.120	......
804	Luzerne—Lake George, Part 1	Luzerne	....	7.130	......	7.130	......
805	Luzerne—Lake George, Part 2	Caldwell	....	3.680	......	......	3.680
843	Lake George Village	Caldwell	0.170	0.170	......	0.170	......
			0.170	49.210	25.170	20.360	3.680
		STATE HIGHWAYS.					
5055	Riverside—Wevertown	Johnsburg	....	1.630	......	1.630	......
5068	Lake George Village	Caldwell	1.480	1.480	......	1.480	......
5088	Riverside—Wevertown, Part 2	Johnsburg	....	1.530	......	......	1.530
			1.480	4.640	......	3.110	1.530

WASHINGTON COUNTY.

COUNTY HIGHWAYS.

85	Fort Edward—Sandy Hill	Fort Edward	....	0.920	0.920	......	......
97	Shunpike	White Creek	....	3.610	3.610	......	......
103	Granville—Middle Granville	Granville	....	1.310	1.310	......	......
104	Granville—Troy Stage	Granville	....	1.250	1.250	......	......
720	Sandy Hill—Adamsville	Kingsbury	....	5.200	5.200	......	......
721	White Creek—County Line	White Creek	....	3.170	3.170	......	......
722	Hebron Town Line—Granville	Granville	....	2.060	2.060	......	......
723	Whitehall—Fort Ann Town Line	Whitehall	....	4.770	4.770	......	......
724	Greenwich—Battenville	Greenwich	....	3.980	......	3.980	......
802	Smiths Basin—Hartford	Hartford	....	5.260	......	......	5.260

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* Part not indicated on map approved by Legislature.

‡ Designated by the Commission as State system.

WASHINGTON COUNTY—(*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
803....	Sandy Hill—Fort Ann	Kingsbury Fort Ann	....	7.210 1.020	......	......	8.230
			....	39.760	22.290	3.980	13.490

STATE HIGHWAY.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5033....	Salem—Granville, Part 1	Salem	....	2.960	2.960	......	......

WAYNE COUNTY.

COUNTY HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
860....	Clyde—Resort, Part 2	Rose	....	3.480	3.480	......	......
861....	Dugway, Part 4	Walworth	....	1.980	......	1.980	......
			....	5.460	3.480	1.980	......

STATE HIGHWAYS.

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
5017....	Clyde—Savannah, Part 2	Savannah	0.970	2.980	......	2.980	......
5070*...	Clyde—Savannah, Part 1	Galen Savannah	....	0.210 0.410	......	0.620	......
5089....	Clyde—Savannah, Part 1	Galen Savannah	0.900	3.660 0.890	......	......	4.550
			1.870	8.150	......	3.600	4.550

WESTCHESTER COUNTY.

COUNTY HIGHWAYS.

17....	Hastings—Ardsley	Greenburg	....	0.600	0.600	......	......
18a...	Ardsley—Elmsford, Sec. 1	Greenburg	0.480	3.060	3.060	......	......
19¶...	Mamaroneck—White Plains	Mamaroneck	1.025	0.750	2.800	......	......
		Scarsdale	....	2.050			
20....	White Plains—Cross Road	North Castle	....	3.770	3.770	......	......
34a...	Ardsley—Elmsford, Sec. 2	Greenburg	1.020	1.580	2.160	......	......
		Mt. Pleasant	....	0.580			
35....	White Plains—Armonk	North Castle	....	3.210	3.210	......	......
50....	Armonk—Mt. Kisco	North Castle	....	1.680	4.450	......	......
		New Castle	....	2.770			
51....	Mt. Kisco—Bedford	Bedford	....	5.040	5.040	......	......
52....	Unionville—McKeels Corners	Mt. Pleasant	....	3.690	3.690	......	......
53‡...	McKeels Corners—Briar Cliff	Ossining	0.950	0.950	1.760	......	......
		Mt. Pleasant	....	0.810			
54‡...	Briar Cliff Manor—Echo Lake	Ossining	1.310	2.100	2.650	......	......
		New Castle	....	0.550			
143....	Echo Lake—Pines Bridge	New Castle	....	2.540	3.140	......	......
		Yorktown	....	0.600			
144....	Bedford—Cross River	Bedford	....	4.550	5.300	......	......
		Poundridge	....	0.300			
		Lewisboro	....	0.450			
148....	Pines Bridge—Yorktown Heights	Yorktown	....	3.490	3.490	......	......

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* .5070 Grading contract only; work to be completed under Highway No. 5089.
a Part in village of Elmsford.
¶ Part in city of New Rochelle.
‡ Part in village of Briar Cliff Manor.

WESTCHESTER COUNTY — (*Concluded*).

Highway No.	Name of highway	Town	Miles in village	Length in town	Miles completed	Miles under contract	Miles approved and awaiting contract
149....	Yorktown Heights—Putnam County Line	Yorktown	....	1.571	6.620	......	......
		Somers	....	5.049			
150....	Cross River—Turk Hill	Lewisboro	....	3.270	3.270	......	......
151....	Turk Hill—Putnam County Line	Lewisboro	....	0.390	5.990	......	......
		North Salem	....	5.600			
261....	Peekskill—Salem Center, Sec. 1	Somers	....	5.860	5.860	......	......
262....	Peekskill—Salem Center, Sec. 2	North Salem	....	4.660	4.660	......	......
331....	Peekskill—Salem Center, Sec. 3	Cortlandt	....	2.330	3.880	......	......
		Yorktown	....	1.550			
332....	Peekskill—Salem Center, Sec. 4	Yorktown	....	3.230	3.230	......	......
405....	Kitchawan—Croton Lake	Yorktown	....	2.250	2.250	......	......
503*...	Tarrytown—White Plains—Rye	Greenburg	1.610	4.020	7.320	......	......
		Harrison	....	3.300			
519....	Mt. Kisco—Pleasantville	New Castle	....	3.355	3.920	......	......
		Mt. Pleasant	....	0.565			
520....	Pleasantville—Pocantico Hills	Mt. Pleasant	....	3.550	3.550	......	......
587....	Mt. Kisco—Millwood	New Castle	....	4.390	4.390	......	......
657....	Croton River—Peekskill	Cortlandt	....	6.010	6.010	......	......
768....	Ossining—Kitchawan	Ossining	....	1.160	5.860	......	......
		New Castle	....	1.770			
		Yorktown	....	2.930			
769....	Amawalk—Woods Bridge	Somers	....	4.210	4.210	......	......
770....	Goldens Bridge—Turk Hill	Lewisboro	....	3.850	......	3.850	......
775....	Goldens Bridge—Croton Falls	Somers	....	4.130	4.420	......	......
		North Salem	....	0.290			
780....	White Plains Town Line—Harrison	Harrison	0.800	2.910	......	2.910	......

865....	Mt. Kisco Village	New Castle	1.740	1.740	......	3.010	......
		Bedford	1.270	1.270			
			10.205	130.330	120.560	9.770	......

STATE HIGHWAY.

5003....	Armonk—Bryan Lake	Newcastle	....	3.440	3.440	......	......
			....	3.440	3.440	......	......

WYOMING COUNTY.

COUNTY HIGHWAY.

854....	Castile Center—Perry Center	Castile	....	3.220	4.500	......	......
		Perry	....	1.280			
			....	4.500	4.500	......	......

STATE HIGHWAY.

5024....	Warsaw—Pavillion, Parts 1 and 5	Warsaw	....	0.590	2.660	......	......
		Covington	....	2.070			
			....	2.660	2.660	......	......

YATES COUNTY.

STATE HIGHWAY.

5018....	North Reading—Dundee, Part 1	Starkey	....	2.000	2.000	......	......
			....	2.000	2.000	......	......

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* Part in village of Elmsford.

APPENDIX T.

STATEMENT IN NUMERICAL CONSECUTIVE ORDER.

Showing County Highways Now Awaiting Contract.

LIST OF COUNTY HIGHWAYS NOW AWAITING CONTRACT, SHOWN IN CONSECUTIVE NUMERICAL ORDER.

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
164¶*	Downesville	Delaware	4.200	$14,700 00
281§	West Point—Central Valley	Orange	5.850	96,100 00
289‖	Crescent Avenue	Suffolk	1.910	23,200 00
309††	Post, Part 2	Ulster	4.910	69,500 00
310	Post, Part 3	Ulster	4.360	45,100 00
311‡	Post, Part 4	Ulster	6.534	68,450 00
322‡	Reservation Road—Romulus	Seneca	4.930	40,500 00
324	Center Road—Fayette, Part 1	Seneca	3.190	27,800 00
325	Center Road—Fayette, Part 2	Seneca	3.020	27,500 00
326	Center Road—Varick	Seneca	4.080	36,400 00
327	Center Road—Romulus	Seneca	3.550	31,500 00
349†	Saugerties—Catskill	Ulster	3.760	46,260 00
351	Highland—Gardner, Part 2	Ulster	7.870	77,120 00
352	Kingston—Ellenville, Part 4	Ulster	1.910	17,550 00
353§§	Woodstock—West Hurley	Ulster	4.410	47,500 00
354	Highland Landing—Highland	Ulster	1.200	21,030 00
394	Oak Orchard, Part 3	Orleans	3.252	20,400 00
395	Medina—Alabama	Orleans	5.445	36,900 00
396‡	Bristol Valley, Part 2	Ontario	6.680	57,600 00
404‡	Bristol Valley, Part 3	Ontario	2.000	14,700 00

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* Not indicated on map approved by Legislature.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.
§ Advertised but injunction prevented award.
‖ In United States government reservation.
†† Original plans 6.48 miles; 1.57 miles contracted as State Highway No. 5001.
§§ Flooded by Ashokan reservoir.
¶ Advertised several times but no proposals could be obtained within appropriation.

LIST OF COUNTY HIGHWAYS — (Continued).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
409	Fort Plain—Starkville	Montgomery	6.260	$70,550 00
410	Fort Plain—Hessville	Montgomery	5.520	72,025 00
415	Newburgh—Cornwall	Orange	3.160	32,300 00
416*	Rockland Co. Line—Tuxedo	Orange	6.100	75,750 00
419	Rosendale—Perrines Bridge	Ulster	1.960	18,050 00
422‡	Bearsville—Beechford—Mt. Pleasant	Ulster	8.830	88,775 00
447*	Warwick—Greenwood Lake	Orange	6.920	54,250 00
448	Port Jervis—Sullivan Co. Line, Part 2	Orange	3.660	17,400 00
449	Burnside—Washingtonville	Orange	3.190	16,550 00
465	Salisbury Center—Burrells	Herkimer	5.430	49,600 00
466	Burrells—Middleville	Herkimer	5.160	47,925 00
467	Newport—Norway—Cold Brook	Herkimer	5.730	63,700 00
468	Little Falls—Fairfield	Herkimer	5.550	55,450 00
469	Ilion—Cedarville	Herkimer	7.190	83,000 00
470†	Mohawk—Jordanville	Herkimer	7.460	78,200 00
471†	Jordanville—Richfield Springs—Warren	Herkimer	4.100	38,525 00
472	Columbia—Mohawk	Herkimer	2.630	27,325 00
473‡	Little Falls—Jacksonburg	Herkimer	3.030	31,000 00
495	Parma Corners—Spencerport; Spencerport—North Chili	Monroe	5.740	46,300 00
496‡	Brockport—Holley, Part 1	Monroe	2.260	18,500 00
497	Pittsford—North Henrietta	Monroe	2.680	22,400 00
498	West Point—Central Valley, Part 2	Orange	3.000	36,250 00
499	Middletown—Montgomery	Orange	9.030	46,900 00
500†	Cemetery—Cedar Hill—Unionville—New Hampton—Denton—Tuxedo	Orange	5.850	54,900 00

501	Goshen—Middletown	Orange	5.250	50,400 00
502	Honeoye Falls—Pittsford Town Line	Monroe	5.220	48,400 00
511	Glen—Charlestown	Montgomery	3.810	38,900 00
512	Akin—Johnstown	Montgomery	3.560	33,350 00
513§§	Amsterdam—Morris Corner	Montgomery	2.520	25,800 00
514	Ft. Hunter—Amsterdam—Snooks Corner	Montgomery	6.460	53,525 00
515†	Sammonsville—Fonda—Yosts	Montgomery	4.110	41,500 00
516	Johnstown—Tribes Hill, Part 2	Montgomery	2.750	24,625 00
517†	Nelliston—Palatine Bridge—Stone Arabia	Montgomery	3.930	34,100 00
518§‡	East Creek—Palatine Church	Montgomery	1.890	57,500 00
538‖	Ridge—Rochester—Sea Breeze	Monroe	5.330	65,400 00
544	Johnstown—Broadalbin, Part 1	Fulton	6.280	49,330 00
548¶*	Berry Hill, Part 2	Nassau	2.810	....
556	Manlius—Chittenango	Onondaga	3.220	27,900 00
557	Vesper—South Onondaga	Onondaga	6.190	57,600 00
558**†	Genesee Turnpike—Camillus	Onondaga	3.750	69,700 00
572	New Paltz—Plattekill	Ulster	3.870	29,600 00
573	Sea Breeze—Nine Mile Point	Monroe	6.400	55,000 00
574	Fairport—Nine Mile Point	Monroe	10.020	71,600 00
575	Honeoye Falls—Rush	Monroe	4.130	31,300 00
576	Montgomery—Bullville	Orange	7.510	48,300 00

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* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.
a Contract awarded but injunction prevented construction.
** Original plans 6.84 miles; 3.09 miles contracted as State Highway No. 5016.
§ Original plans 5.62 miles; 3.73 miles contracted as State Highway No. 5028.
¶ Part I, 4.78 miles placed under contract 1910, appropriation exhausted.
§§ Part in the city of Amsterdam.
‖ Part in city of Rochester.

LIST OF COUNTY HIGHWAYS — (*Continued*).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
578‡	Albion—Eagle Harbor Quarry; Albion—Annis Corners	Orleans	3.670	$25,800 00
579	Barre Center—West Barre	Orleans	4.650	28,000 00
580*	Fancher—Brockville	Orleans	1.300	9,000 00
581	Yates Center—Lyndonville	Orleans	3.850	26,400 00
582a*‡	Holley—Ridge and Brockport—Holley	Orleans	2.610	37,400 00
588	Monroe—Orleans County Line, Part 2	Orleans and Monroe	2.090	11,300 00
594‡	Rensselaer—Defreestville	Rensselaer	2.730	9,975 00
600‡	Monroe—Chester	Orange	5.060	64.600 00
602	Bearsville—Willow	Ulster	5.570	45,900 00
603*	Napanoch—Montela	Ulster	10.270	92,400 00
605*	Highland Lake—Fort Montgomery	Orange	2.040	49,000 00
618	Meco—Caroga Lake	Fulton	8.810	81,800 00
619	Sammonsville—Johnstown	Fulton	2.140	23,100 00
620	Ephratah—Kecks Center	Fulton	7.060	73,000 00
621*	St. Johnsville—Oppenheim—Lassellsville	Fulton	7.140	65,200 00
625	Theresa—Antwerp, Part 2	Jefferson	5.420	59,000 00
626	Burrs Mills—South Champion	Jefferson	4.630	44,300 00
632‡	Hoffman—Cranesville	Montgomery	2.240	22,700 00
633	East Hamlin—Lake Ontario	Monroe	3.750	34,200 00
634	Buffalo, Part 5	Monroe	2.050	18,000 00
639	Cheshire Corners—McJennetts Hill	Ontario	7.100	64,100 00
647§‡	Albany—Slingerland	Albany	4.220	69,500 00
648	West Henrietta—West Rush	Monroe	7.360	64,700 00
655	Jordan—Cross Lake	Onondaga	1.780	13,500 00
659	Brunswick Center—Lansingburg	Rensselaer	5.090	27,700 00

662	Gorham—Rushville	Ontario	6.820	70,500 00
666	Plymouth—Kirk	Chenango	4.900	62,350 00
667	Rockdale—Mt. Upton	Chenango	2.330	24,600 00
668‖	Bainbridge—East Guilford	Chenango	2.180	56,900 00
669	Jamesville—Pompey	Onondaga	5.980	68,000 00
670†	Syracuse—Cold Spring	Onondaga	4.690	55,000 00
671	Baldwinsville—Cold Spring	Onondaga	3.740	41,600 00
672*	Syracuse—Bridgeport	Onondaga	7.590	88,500 00
673‡	Cicero—Brewerton	Onondaga	4.840	55,200 00
679	West Stephentown—Stephentown Center	Rensselaer	4.170	38,000 00
680	Stephentown Center—Massachusetts	Rensselaer	3.870	36,000 00
687	Fair Haven—Sterling—Martville	Cayuga	5.390	63,450 00
688*	Augar	Orleans	1.580	13.100 00
704	New Berlin—Columbus	Chenango	4.730	60,750 00
705†	Sherburne—Furman's Mills	Chenango	4.200	49,900 00
706†	North Norwich—Sherburne	Chenango	5.930	62,000 00
707‡	Smithville Flats—Long Pond	Chenango	4.840	55,200 00
709	Millerton—County Line	Dutchess	3.760	36,900 00
710†	Red Hook—Rhinebeck	Dutchess	2.780	33,300 00
711‡	Wassaic—Dover	Dutchess	3.550	32,000 00
712	Amenia—Sharon Station	Dutchess	2.300	21,400 00
716	Livonia—Lakeville	Livingston	2.230	23,500 00
717	Livonia—Ontario County Line	Livingston	5.870	58,100 00
718	Geneseo—Piffard	Livingston	2.120	23,900 00

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a Original plans 5.07 miles; 2.46 miles contracted as State Highway No. 5025.
* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.
‖ Original plans 5.05 miles; 2.87 miles taken over in State Highway No. 5013.
§ Original plans 6.20 miles; 1.98 miles contracted as State Highway No. 5010.

LIST OF COUNTY HIGHWAYS — (*Continued*).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
727§‡	Chittenango—Oneida, Part 1	Madison	1.950	$69,350 00
739	Turner	Orange	0.980	12,100 00
741	Saratoga—Corinth, Part 2	Saratoga	4.100	41,300 00
746‡	Parish—Colosse	Oswego	0.410	....
748	Pleasant Valley—Washington Hollow	Dutchess	3.980	43,300 00
749	Lockport—Tonawanda Creek	Niagara	10.360	119,700 00
752	Auburn—Wyckoff	Cayuga	2.890	32,700 00
753†¶	Auburn—Fleming	Cayuga	2.630	62,050 00
757	Gasport—Hartland, Part 1	Niagara	2.798	28,100 00
758	Olcott—Lockport, Part 1	Niagara	8.670	81,200 00
759	Olcott—Lockport, Part 2	Niagara	2.160	18,300 00
760	Little Ridge, Part 5	Monroe	3.830	30,500 00
763	Hollowville—Craryville	Columbia	7.170	84,300 00
764‡a	Scottsville—Mumford	Monroe	1.060	51,400 00
765	Wynantskill—Defreestville—Winter Street	Rensselaer	4.120	44,900 00
766	Pittsford—Palmyra	Monroe	1.320	15,200 00
767†	Perinton—Palmyra	Monroe	5.990	76,700 00
771	McNalls Corners—Gasport	Niagara	2.350	21,900 00
772	Fulton—Hannibal, Part 1	Oswego	3.630	46,100 00
773	Pendleton Town Line—Lockport	Niagara	3.448	32,000 00
774	Tonawanda Creek—Pendleton Town Line	Niagara	4.720	65,800 00
777	Plattsburg—Cadyville, Part 1	Clinton	4.330	79,200 00
777*	Plattsburg—Cadyville, Part 2	Clinton	3.830	....
778‡	Mooers—Mooers Forks	Clinton	2.120	20,400 00
779	Plattsburg—Ingraham	Clinton	6.090	46.500 00

785‡b	Richfield Springs—Schuyler Lake	Otsego	1.720	53,800 00
790†	Loudon Road—Cohoes City Line	Albany	4.890	52,400 00
791‡	Albany—Guilderland	Albany	6.070	88,200 00
792*†	Schenectady County Line—Guilderland	Albany	3.260	32,800 00
793	Schenectady—Vischers Ferry	Schenectady	1.820	21,200 00
799	Lockport—Youngstown, Parts 1 and 4	Niagara	4.270	51,200 00
800	Lockport—Youngstown, Parts 2 and 3	Niagara	6.820	94,100 00
802	Smiths Basin—Hartford	Washington	5.260	50,800 00
803	Sandy Hill—Fort Ann	Washington	8.230	80,400 00
805	Luzerne—Lake George, Part 2	Warren	3.680	41,400 00
806	South New Berlin—New Berlin	Chenango	6.960	83,050 00
807	Kirk—North Pharsalia	Chenango	5.720	58,200 00
810	Victor—Mendon, Part 2	Monroe	1.030	11.200 00
813‡	Ilion—Frankfort—Utica	Herkimer	4.310	57,500 00
814	Watertown—Theresa, Part 2	Jefferson	5.310	57,850 00
815	Corinth—Hadley	Saratoga	6.220	59,300 00
816†	Galway—West Galway	Saratoga	4.030	40,900 00
817	Scotch Church—Blue Corners	Saratoga	3.580	38,900 00
818	Ballston Town Line—Scotch Church	Saratoga	5.230	54,700 00
819	Ballston—Charlton Town Line	Saratoga	4.950	47,700 00
822	Cadyville—Moffitsville	Clinton	6.740	70,700 00
824	Stone Bridge—Falls Mills	Sullivan	3.360	47,000 00
825	Fulton—Oswego	Oswego	3.330	38,850 00

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‡ Designated by the Commission as State system.
† Part designated by the Commission as State system.
* Part not indicated on map approved by Legislature.
§ Original plans 5.15 miles; 3.20 miles contracted as State Highway No. 5014.
¶ Original plans 5.38 miles; 2.75 miles contracted as State Highway No. 5012.
a Original plans 6.52 miles; 5.46 miles taken over by State Highway No. 5046.
b Original plans 5.23 miles; 3.51 miles contracted as State Highway No. 5037.

LIST OF COUNTY HIGHWAYS — (*Concluded*).

Highway No.	NAME OF HIGHWAY	County	Length in miles	Total estimated cost
826	Pulaski—Orwell	Oswego	5.940	$61,450 00
827*	Chatham Center—Rider's Mills	Columbia	6.730	74,500 00
828	Kuder's Corners—Springwater Town Line	Livingston	7.210	100,000 00
829	Livonia—Conesus Town Line	Livingston	3.630	42,000 00
830†	Jordanville—Richfield Springs—Warren, Parts 2 and 4	Herkimer	5.510	62,300 00
831	Little Falls—Montgomery	Herkimer	5.670	72,200 00
832†	Mountain Ridge Road	Niagara	3.110	45,000 00
833	West Exeter—West Winfield	Otsego	5.440	56,400 00
835	Adams Center—Tremaine Corners, Part 2	Jefferson	5.580	85,500 00
837	Waterville—Deansboro	Oneida	4.770	54,900 00
838	Sauquoit	Oneida	0.560	10,750 00
839	Augusta—Knoxboro	Oneida	1.210	19,700 00
840	North Brookfield—Waterville	Oneida	4.370	58,050 00
844	Henderson Village	Jefferson	1.070	15,100 00
858	Whitney Point-Upper Lisle	Broome	4.270	57,200 00
871	Cedarville—West Winfield	Herkimer	5.050	65,000 00
873	Brockton—Stockton, Part 1	Chautauqua	2.930	39,200 00
874	Nobleboro—Morehouseville	Hamilton	5.000	61,500 00
875	Elmdale—Gouverneur	St. Lawrence	5.830	68,900 00
876	Brasie Corners—Elmdale	St. Lawrence	3.820	40,100 00
877	Clinton Village	Oneida	0.970	15,700 00
878	Ogdensburg—Morristown, Part 1	St. Lawrence	6.740	96,500 00
897	Shakers—Watervliet	Albany	6.400	89,330 00
880	Schenectady—Duanesburg	Schenectady	2.790	37,000 00
881	Blodgett Mills—Cortland	Cortland	1.790	25,500 00

882	Scott—Spafford	Cortland	2.550	28,700 00
883	DeRuyter-Otselic, Part 1	Madison	2.140	27,400 00
884	Malone—Fort Covington, Part 1	Franklin	3.580	49,900 00
885	Moira—Bombay	Franklin	8.580	111,400 00
886	Lexington—Prattsville, Part 2	Greene	4.190	83,500 00
887	South Cairo—Cairo	Greene	3.150	52,400 00
			847.837	$9,132,220 00

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* Part not indicated on map approved by Legislature.
† Part designated by the Commission as State system.
‡ Designated by the Commission as State system.

RECAPITULATION OF APPENDICES S AND T.

	STATE				COUNTY			
	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles
Albany	1.980	0.640	....	2.620	101.597	5.350	24.840	131.787
Allegany	....	2.830	....	2.830	....	4.680	....	4.680
Broome	....	3.000	....	3.000	58.620	7.480	4.270	70.370
Cattaraugus	2.940	....	....	2.940	8.610	8.230	....	16.840
Cayuga	2.750	0.330	....	3.080	45.140	9.530	10.910	65.580
Chautauqua	....	3.600	....	3.600	1.044	1.620	2.930	5.594
Chemung	....	2.510	....	2.510	31.432	....	....	31.432
Chenango	3.620	0.510	0.380	4.510	50.690	9.680	41.790	102.160
Clinton	....	2.260	....	2.260	67.160	0.670	23.110	90.940
Columbia	2.590	....	13.030	15.620	27.810	6.020	13.900	47.730
Cortland	....	2.010	0.530	2.540	35.790	6.510	4.340	46.640
Delaware	....	3.040	....	3.040	15.390	....	4.200	19.590
Dutchess	1.670	2.140	....	3.810	62.611	11.590	16.370	90.571
Erie	....	4.970	0.720	5.690	163.817	10.050	....	173.867
Essex	....	3.450	....	3.450	27.290	6.150	....	33.440
Franklin	....	3.000	5.220	8.220	21.440	....	12.160	33.600
Fulton	....	2.430	....	2.430	41.270	2.690	31.430	75.390
Genesee	3.460	....	4.470	7.930	9.650	....	....	9.650
Greene	1.940	....	....	1.940	19.170	....	7.340	26.510
Hamilton	....	3.000	....	3.000	3.440	3.760	5.000	12.200

Herkimer	1.570	2.810	....	4.380	45.040	20.600	66.820	132.460
Jefferson	4.840	....	....	4.840	69.520	10.440	22.010	101.970
Lewis	....	2.610	3.080	5.690	....	5.740	....	5.740
Livingston	3.990	....	....	3.990	21.110	6.100	21.060	48.270
Madison	....	3.200	2.560	5.760	21.776	....	4.090	25.866
Monroe	....	5.780	....	5.780	159.556	10.180	69.215	238.951
Montgomery	....	3.730	....	3.730	51.294	7.570	43.050	101.914
Nassau	....	1.960	....	1.960	39.315	....	2.810	42.125
Niagara	....	2.500	....	2.500	31.417	5.130	48.706	85.253
Oneida	1.410	2.250	1.440	5.100	87.260	6.320	11.880	105.460
Onondaga	....	3.090	3.020	6.110	55.420	7.790	41.780	104.990
Ontario	3.590	....	5.260	8.850	69.345	5.300	22.600	97.245
Orange	3.280	....	....	3.280	149.206	8.010	67.600	224.816
Orleans	2.460	....	....	2.460	32.831	....	27.402	60.233
Oswego	3.500	....	5.530	9.030	33.540	....	13.310	46.850
Otsego	....	3.510	....	3.510	41.357	12.900	7.160	61.417
Putnam	....	1.800	....	1.800	17.950	....	....	17.950
Rensselaer	4.270	....	2.900	7.170	88.544	5.650	19.980	114.174
Rockland	1.610	....	....	1.610	20.430	2.820	....	23.250
St. Lawrence	5.000	....	....	5.000	38.450	....	16.390	54.840
Saratoga	....	2.740	4.550	7.290	62.735	6.640	28.110	97.485
Schenectady	2.090	....	....	2.090	33.891	5.750	4.610	44.251
Schoharie	....	3.370	5.020	8.390	....	....	....	....
Schuyler	....	1.640	....	1.640	....	....	....	....
Seneca	....	3.000	5.910	8.910	11.330	3.860	18.770	33.960
Steuben	....	3.560	....	3.560	5.790	6.140	....	11.930
Suffolk	....	3.560	....	3.560	25.730	5.300	1.910	32.940
Sullivan	....	2.480	....	2.480	17.920	4.820	3.360	26.100
Tioga	2.580	....	....	2.580	....	4.010	....	4.010
Tompkins	....	2.590	....	2.590	25.640	12.750	....	38.390

RECAPITULATION OF APPENDICES S AND T—(*Concluded*).

	STATE				COUNTY			
	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles	Miles completed	Miles under contract	Miles approved and awaiting contract	Total miles
Ulster	4.800	....	....	4.800	96.164	7.300	65.454	168.918
Warren		3.110	1.530	4.640	25.170	20.360	3.680	49.210
Washington	2.960	....	....	2.960	22.290	3.980	13.490	39.760
Wayne	....	3.600	4.550	8.150	3.480	1.980	....	5.460
Westchester	3.440	....	....	3.440	120.560	9.770	....	130.330
Wyoming	2.660	....	....	2.660	4.500	....	....	4.500
Yates	2.000	....	....	2.000	....	....	....	....
Totals	77.000	102.610	69.700	249.310	2320.532	301.220	847.837	3469.589

	State.	County.
Total mileage of roads completed	77.00	2320.532
Total mileage of roads under contract	102.61	301.220
Total mileage of roads awaiting contract	69.70	847.837
Total	249.31	3469.589

APPENDIX U.

TABLE OF CONSTRUCTION CONTRACTS FOR STATE AND COUNTY HIGHWAYS IN FORCE ON DECEMBER 31, 1910.

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1910

Highway No.	County	Length	CONTRACTOR	Date of Contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1910
			COUNTY HIGHWAYS.			
323	Seneca	3.86	Henry C. Schroeder	Feb. 14, 1910	$43,298 95	
350	Ulster	7.30	General Construction Co	Feb. 14, 1910	86,891 99	88.0
397	Montgomery	6.67	James E. Martin	Feb. 14, 1910	73,454 00	
411	Orange	2.47	Elmore & Hamilton Construction Co	Dec. 2, 1907	187,635 00	00.8
414	Orange	5.54	Orange Co. Road Construction Co	May 27, 1910	26,500 00	57.0
462	Herkimer	10.34	Spuyten Duyvil Construction Co	Dec. 27, 1907	142,564 05	58.0
463	Herkimer	5.52	Bellew & Merritt	Dec. 3, 1908	61,707 25	
492	Monroe	5.75	Frederick A. Brotsch, Jr	April 8, 1910	40,500 00	54.0
494	Monroe	4.43	Greece Construction Co	April 6, 1910	48,800 00	69.0
542	Fulton	2.69	Flood & Van Wirt	April 8, 1910	38,315 00	90.0
549	Dutchess	6.93	James E. Martin	July 6, 1906	60,004 35	99.0
555	Onondaga	7.79	Aetna Eng. & Const. Co	April 6, 1910	85,741 00	47.0
565	Jefferson	7.35	Herlihy Construction Co	Feb. 14, 1910	84,650 00	86.0
583	Rensselaer	3.40	County Construction Co	Feb. 14, 1910	37,154 20	11.0
598A	Chenango	0.22	Newport Construction Co	April 8, 1910	5,900 00	61.0
611	Saratoga	6.64	Corlear Construction Co	May 27, 1910	78,690 00	12.0
624	Jefferson	3.09	Patrick H. Murray	Feb. 14, 1910	35,185 00	44.0
628	Dutchess	4.66	Harper, Joval & Kehoe Inc	April 6, 1910	43,951 00	82.0
631	Rensselaer	2.25	County Construction Co	Feb. 14, 1910	27,139 29	91.0
637	Ontario	5.30	Hagaman, Miller & Hagaman	Feb. 14, 1910	48,517 00	79.0
664	Chenango	4.33	Joseph McCormick	April 4, 1910	43,563 50	49.0
665	Chenango	5.13	John H. Gordon	April 6, 1910	57,192 00	20.0
675	Otsego	3.99	James K. Palmer & Co	Jan. 3, 1908	49,705 91	93.0
681	Tompkins	5.23	P. D. Conley	Nov. 21, 1908	63,741 70	65.0
682	Tompkins	3.95	P. D. Conley	April 6, 1910	40,198 73	95.0

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1910 — (*Continued*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1910
683	Tompkins	3.57	Joseph Mc Cormack	April 4, 1910	$39,848 00	60.5
686	Cayuga	8.72	Morris Kantrowitz	April 8, 1910	101,900 00	20.0
692	Warren	8.94	P. F. Herlihy	Feb. 10, 1908	76,670 00	96.0
695	Cattaraugus	1.21	Stewart, Kerbaugh & Shanley	Mar. 12, 1908	11,794 00	85.0
696	Cattaraugus	4.10	Stewart, Kerbaugh & Shanley	Mar. 12, 1908	36,345 30	76.0
697	Cattaraugus	2.27	Stewart, Kerbaugh & Shanley	Mar. 12, 1908	18,705 45	80.0
708	Otsego	4.68	John Harrigan	Nov. 21, 1908	50,407 40	62.0
713	Niagara	5.13	Bellew & Merritt Co.	Nov. 20, 1908	47,322 65	72.0
715	Livingston	4.54	Northwestern Construction Co.	April 4, 1910	55,792 00	57.0
724	Washington	3.98	Herlihy Construction Co.	Feb. 14, 1910	34,749 26	67.0
728	Rockland	2.82	H. G. Herring, Jr., & Co.	Feb. 14, 1910	32,100 00	59.0
736	Warren	4.12	Santanoni Construction Co.	Nov. 14, 1908	41,447 04	88.0
738	Cortland	6.51	Thomas O'Hern	May 27, 1910	68,490 99	20.0
751	Erie	7.07	Frank V. Brotsch Co.	May 27, 1910	169,970 00	6.0
755	Albany	4.25	Ryan & Yale	April 6, 1910	49,071 00	79.0
761	Oneida	6.32	Conroy & Nixdorf	April 8, 1910	74,701 66	24.0
762	Columbia	6.02	Joseph Walker	Feb. 16, 1910	85,804 93	68.0
770	Westchester	3.85	C. F. Jordan & Co.	Nov. 20, 1908	45,134 70	59.0
780	Westchester	2.91	White & Colligan	Feb. 16, 1910	40,263 02	82.0
786	Otsego	3.76	Dorpian City Construction Co.	April 6, 1910	38,508 50	29.0
787	City of Oneonta	0.47	Chas. D. Townsend	April 4, 1910	6,996 80	81.0
789	Schenectady	5.75	Joseph Walker	Feb. 16, 1910	66,873 00	27.0
801	Allegany	4.68	Macafee Concrete Co.	April 4, 1910	43,744 44	33.0

804	Warren	7.13	S. B. Van Wagenen	Feb. 16, 1910	73,604 00	60.0
821	Essex	5.58	T. L. Houston	Feb. 16, 1910	59,427 00	78.0
823	Sullivan	4.82	Bellew & Merritt	April 8, 1910	66,288 70	83.0
834	Broome	7.48	T. H. Gill Co	April 4, 1910	77,972 68	95.0
843	Warren	0.17	C. J. Reardon	May 27, 1910	2,126 87	
845	Tioga	4.01	Franklin P. Meckes	April 4, 1910	33,378 75	91.0
846	Suffolk	5.30	Dunbar Construction Co	April 8, 1910	62,300 00	19.0
847	Lewis	5.74	Patrick H. Murray	April 6, 1910	62,558 00	11.0
848	Hamilton	3.76	J. D. Moynehan & Co	April 6, 1910	48,488 50	85.0
849	Albany	1.10	Albert M. Shutt	May 27, 1910	25,360 00	25.0
850	Steuben	6.14	Northwestern Construction Co	April 4, 1910	62,137 50	71.0
852	Cayuga	0.81	Albert Gaffey	April 4, 1910	11,460 80	67.0
855	Livingston	0.47	Schroeder, Hicks Co	April 6, 1910	7,652 58	87.0
857	Chautauqua	1.62	Schroeder, Hicks Construction Co	April 4, 1910	32,485 94	23.0
859	Clinton and Essex	1.24	Kellogg & Boynton	May 27, 1910	15,750 00	12.0
861	Wayne	1.98	Town of Walworth	May 27, 1910	11,900 00	54.0
862	Erie	0.97	Hurley & Lyne	May 27, 1910	47,500 00	85.0
864	Montgomery	0.90	Mohawk Eng. & Construction Co	May 27, 1910	19,026 00	
865	Westchester	3.01	Dunbar Construction Co	May 27, 1910	78,000 00	11.0
866	Erie	2.01	Frank V. Brotsch Construction Co	May 27, 1910	47,289 96	5.0
867	Livingston	1.09	Schroeder, Hicks Construction Co	Aug. 1, 1910	10,654 00	79.0
868	Herkimer	2.06	Cooper Snell Co	Aug. 1, 1910	37,777 00	7.0
869	Herkimer	0.69	Newport Construction Co	Aug. 1, 1910	8,300 00	14.0
870	Herkimer	1.99	Warren Bros. Co	Aug. 1, 1910	49,445 44	25.0
872	Cattaraugus	0.65	Troy & Mack	Aug. 1, 1910	15,504 10	49.0
		301.22				

TABLE OF ALL CONSTRUCTION CONTRACTS, FOR STATE AND COUNTY HIGHWAYS, IN FORCE DECEMBER 31, 1910 — (*Concluded*).

Highway No.	County	Length	CONTRACTOR	Date of contract	Contract price plus special agreements	Percentages completed to Dec. 31, 1910
			STATE HIGHWAYS.			
5006	Putnam	1.80	Harvey B. Sproul	Feb. 16, 1910	$27,487 00	19.0
5008	Suffolk	3.56	Joseph A. Boyce	April 6, 1910	46,189 60	41.0
5011	Essex	3.45	The Sherrill Hardware & Plumbing Co	Feb. 16, 1910	53,438 94	74.0
5014	Madison	3.20	James Anderson	Feb. 18, 1910	45,633 00	90.0
5016	Onondaga	3.09	John H. Weidman	Feb. 18, 1910	37,695 64	92.0
5017	Wayne	2.98	M. F. Dollard	Feb. 18, 1910	37,033 03	84.0
5019	Erie	1.89	Hagaman, Miller & Hagaman	Feb. 18, 1910	36,163 00	95.0
5022	Broome	3.00	Creeden & Pitou	Feb. 18, 1910	43,463 60	89.0
5023	Allegany	2.83	Frank V. E. Bardol	Feb. 18, 1910	38,819 30	81.0
5026	Steuben	3.56	Frank V. E. Bardol	Feb. 18, 1910	48,500 00	91.0
5028	Montgomery	3.73	Mohawk Eng. & Const. Co	Feb. 14, 1910	97,140 58	26.0
5031	Franklin	3.00	Buckley Const. Co	Feb. 16, 1910	33,743 00	79.0
5035	Sullivan	2.48	DeGraff & Hogeboom	Feb. 18, 1910	33,553 00	88.0
5036	Lewis	2.61	Morris Kantrowitz	April 8, 1910	34,400 00	46.0
5037	Otsego	3.51	Dorpian City Construction Co	April 8, 1910	41,354 10	58.0
5038	Hamilton	3.00	Flood & Van Wirt Co	April 8, 1910	45,861 34	55.0
5039	Albany	4.01	John and Thomas Murphy	April 8, 1910	64,579 50	69.0
5042	Seneca and Cayuga	3.33	F. A. Brotsch	April 6, 1910	55,500 00	20.0
5043	Tompkins	2.59	Morris Kantrowitz	April 8, 1910	31,980 00	59.0
5045	Delaware	3.04	Almahar Construction Co	April 4, 1910	52,742 60	71.0
5046	Monroe	5.78	Monroe Roads Co	April 4, 1910	57,906 00	48.0
5047	Schuyler	1.64	McGreevy, McGuigan & Baum Construction Co.	April 4, 1910	23,013 00	92.0
5048	Chemung	2.51	McGreevy, McGuigan & Baum Construction Co.	April 4, 1910	35,310 00	85.0

5050	Dutchess	2.14	James E. Martin	April 8, 1910	28,115 95	66.0
5051	Nassau	1.96	H. J. Mullen	April 8, 1910	24,955 00	35.0
5052	Oneida	0.65	E. J. Doyle & Co	April 6, 1910	18,765 00	48.0
5053	Chautauqua	2.54	Wm. McIntyre & Son	April 6, 1910	33,596 00	91.0
5054	Erie	2.00	Frederick J. Mumm	April 4, 1910	28,000 00	53.0
5055	Warren	1.63	Santanoni Construction Co	April 8, 1910	26,780 00	43.0
5056	Clinton	2.26	Kellogg & Boynton	May 27, 1910	24,763 20	81.0
5057	Chenango	0.51	Creeden & Pitou	May 27, 1910	10,300 00	27.0
5058	Cortland	2.01	Mulderry Bros	May 27, 1910	52,196 17	57.0
5059	Oneida	1.60	Warren Bros. Co	May 27, 1910	64,510 80	87.0
5060	Herkimer	0.77	James W. Johnston	May 27, 1910	21,556 60	32.0
5061	Erie	1.08	Mulderry Bros	Aug. 1, 1910	32,980 00	
5062	Saratoga	2.74	John B. Dower	May 29, 1910	45,350 00	46.0
5063	Niagara	2.50	Louis H. Gipp Construction Co	May 27, 1910	54,800 00	7.0
5065	Fulton	2.43	Delaware Construction Co	May 27, 1910	33,562 80	33.0
5067	Chautauqua	1.06	S. T. Benson & Co	May 27, 1910	44,753 00	74.0
5068	Warren	1.48	C. J. Reardon	May 27, 1910	24,202 31	77.0
5069	Herkimer	2.04	Dale Engineering Co	Aug. 11, 1910	20,741 00	
5070	Wayne	0.62	Lawler Bros. Construction Co	Aug. 1, 1910	18,477 50	38.0
		102.61				

APPENDIX V.

TABLES SHOWING REPAIR AND RECONSTRUCTION CONTRACTS FROM JANUARY 1, 1909, TO JANUARY 1, 1911.

TABLE SHOWING REPAIR CONTRACTS IN FORCE DECEMBER 31, 1910.

NAME OF CONTRACTOR	Contract number	Highway number	Miles	In the county of	Engineering and advertising	Class of resurfacing	Contract price	Amount of extra agreement	Total amount	Cost per mile	Per cent completed Dec. 31, 1910
Aetna Engineering and Cont. Co.	48	3 71	6.250	Oneida	$1,087 38	Bituminous macadam	$41,400 00	....	$41,400 00	$6,624 00	55
J. P. Cunningham	49	182	0.210	Jefferson	75 64	Bituminous macadam	1,164 00	....	1,164 00	5,543 00	100
J. P. Cunningham	50	181	3.850	Jefferson	592 44	Bituminous macadam	21,960 00	$—2,305 48	19,654 52	5,105 00	100
The Clarence Aikenhead Co.	51	203 204 205	3.634	Ontario	473 10	Bituminous macadam	14,258 60	3,999 23	18,257 83	5,024 00	100
Joseph H. Connors & Co.	52	49 75 121	4.020	Onondaga	715 66	Plain macadam	15,940 00	28 35	15,968 35	3,972 00	100
C. T. Hookway	53	74 48	1.000 1.000	Onondaga	586 79	Plain and bituminous macadam	10,360 00	—4 48	10,355 52	5,178 00	100
Albert Gaffey	54	191	1.330	Ontario	319 39	Plain macadam	6,660 00	88 50	6,748 50	5,074 00	100
Chambers & Grady	55	40	0.470	Cortland	42 88	Bituminous macadam	2,807 85	44 43	2,852 28	6,069 00	100
Brayer Bros.	56	383	1.770	Cayuga	772 46	Bituminous macadam	10,341 38	—348 00	9,993 38	5,646 00	100
Wood, Tompkins & Truesdale	57	81	4.060	Monroe	751 34	Bituminous macadam	20,890 00	—6 89	20,883 11	5,143 00	100
Niagara Construction Co.	58	79	4.330	Monroe	573 84	Bituminous and plain macadam	20,613 00	—109 59	20,503 41	4,735 00	100
Wood, Tompkins & Truesdale	59	78	1.250	Monroe	259 21	Plain macadam	4,390 00	—267 90	4,122 10	3,298 00	100
Whitmore, Rauber & Vicinus	60	63	0.760	Monroe	502 85	Brick	11,945 00	232 16	12,177 16	16,023 00	100
Wood, Tompkins & Truesdale	61	6	1.690	Monroe	570 92	Bituminous macadam	7,785 00	24 46	7,809 46	4,621 00	100
John E. Johnson	62	272	1.210	Erie	262 82	Bituminous macadam	6,913 00	—366 50	6,546 50	5,410 00	100
James Anderson	64	86	4.004	Erie	352.13	Practically reconstructed with bituminous macadam	35,496 00	....	35,496 00	8,865 00	00
F. V. E. Bardol	65	601	1.020 0.130	Cattaraugus	140 94	Top plain macadam, bituminous macadam	6,500 00	89 82	6,589 82	5,730 00	100
Frank L. Cohen	66	88	1.140 1.140	Erie	329 73	Rock asphalt, macadam and bit. macadam	28,450 00	....	28,450 00	12,478 00	11
Brayer Bros.	67	591	3.500	Cayuga	399 51	Bituminous macadam	17,907 30	—593 41	17,313 89	4,947 00	100
E. D. Baker	68	218 224 598	1.326	Chenango	818 49	Plain macadam	5,800 00	....	5,800 00	4,374 00	53
Greenfield Construction Co.	69	143 148 149	6.020	Westchester	548 05	Bituminous macadam	35,000 00	1,690 40	36,690 40	6,095 00	46

TABLE SHOWING REPAIR CONTRACTS IN FORCE DECEMBER 31, 1910 — (*Concluded*).

NAME OF CONTRACTOR	Contract number	Highway number	Miles	In the county of	Engineering and advertising	Class of resurfacing	Contract price	Amount of extra agreement	Total amount	Cost per mile	Per cent completed Dec. 31, 1910
Harvey B. Sproul....................	70	20 35 50	8.370	Westchester...	$355 56	Bituminous macadam....	$55,890 00	$2,481 00	$58,371 00	$6,974 00	52
Harvey B. Sproul....................	71	51 144 150	11.175	Westchester...	959 73	Bituminous macadam....	66,690 00	10,010 00	76,700 00	6,864 00	49
John E. Consalus....................	72	37 38	8.873	Ulster........	1,275 98	Bituminous macadam....	51,000 00	—925 40	50,074 60	5,643 00	100
General Const. Co.......	73	116	2.481	Ulster........	174 11	Bituminous macadam....	13,400 00	—472 08	12,927 92	5,211 00	100
J. W. Whalen........................	74	104	1.250	Washington...	183 23	Bituminous macadam....	7,435 00	—14 32	7,420 68	5,937 00	100
A. Schaupp..........................	75	108	1.760	Montgomery..	216 86	Bituminous macadam....	9,797 00	694 97	10,491 97	5,961 00	100
T. F. Shaughnessy & Co..............	76	119	3.760	Albany.......	854 10	Bituminous macadam....	24,400 00	1,274 74	25,674 74	6,828 00	100
Santanoni Construction Co...........	77	692	5.616	Warren.......	734 00	Bituminous macadam....	31,505 00	....	31,505 00	5,610 00	30
A. Schaupp..........................	78	92	1.740	Albany.......	236 52	Bituminous macadam....	10,789 00	—393 02	10,395 98	5,975 00	100
Thomas Leonard......................	79	58	3.520	Saratoga.....	561 30	Bituminous macadam....	17,542 25	—799 78	16,742 47	4,757 00	100
Wells, Boughton & Co................	80	77	1.500	Rensselaer....	505 56	Bituminous macadam....	10,965 65	....	10,965 65	7,310 00	97
Wells, Boughton & Co................	81	59	2.430	Saratoga.....	50 03	Bituminous macadam....	14,389 65	—1,257 44	13,132 21	5,404 00	92
Kennedy & Easton Construction Co....	82	39	0.220	Saratoga.....	23 66	Bituminous macadam....	1,576 00	308 50	1,884 50	8,566 00	100
J. E. Burns & Co....................	83	33	4.040	Fulton.......	636 98	Bituminous macadam....	37,964 00	—2,444 80	35,519 20	8,792 00	100
The County Construction Co..........	84	10 25	2.547	Rensselaer....	540 82	Bituminous macadam....	15,381 32	....	15,381 32	6,039 00	53
John E. Burns & Co..................	85	32	1.860	Montgomery..	177 66	Bituminous macadam....	10,673 00	280 00	10,953 00	5,889 00	100
Spuyten Duyvil Construction Co......	86	314	4.370	Otsego.......	1,073 83	Bituminous macadam....	15,080 00	4,188 35	19,268 35	4,409 00	94
Total..........................	....	......	126.626	....	$18,735 50	....	$721,059 00	....	$736,184 82	....	.....

STATUS OF CONTRACT WORK ON REPAIRS LET IN 1909, REVISED TO DECEMBER 31, 1910.

NAME OF CONTRACTOR	Contract number	Highway number	Miles	In the county of	Engineering and advertising	Class of resurfacing	Contract price	Amount of extra agreement	Total amount	Cost per mile	Per cent completed Dec. 31, 1910
Thomas Hucknall	1	187	1.720	Ontario	$610 52	Bituminous macadam	$5,877 10	$4,338 91	$10,416 01	$6,056 00	100
Monroe Roads Co.	2	188	4.830	Ontario	1,155 58	Plain and bituminous macadam	16,870 00	11,683 42	28,553 42	5,911 00	100
Casey & Murray	3	191	3.410	Ontario	861 14	Plain macadam	17,900 00	1,924 70	19,824 70	5,814 00	100
Monroe Roads Co.	4	207	6.213	Ontario	960 99	Plain and bituminous macadam	19,182 50	11,514 60	30,712 41	4,943 00	100
Monroe Roads Co.	5	146	5.620	Ontario	1,589 82	Bituminous macadam	17,363 60	9,654 57	27,018 17	4,808 00	100
Ervin D. Baker	6	218 224	4.410	Chenango	520 73	Plain macadam	11,808 54	—4 99	11,803 55	2,678 00	100
Ervin D. Baker	7	112 598	6.070	Chenango	1,231 33	Plain macadam	16,450 91	2,426 38	18,877 29	3,110 00	100
Newport Construction Co.	8	133	0.960	Herkimer	354 58	Bituminous macadam	5,532 52	829 47	6,361 99	6,627 00	100
Stewart-Kerbaugh Shanley Co.	10	182	2.760	Jefferson	927 37	Bituminous macadam	9,800 00	2,050 36	11,850 36	4,293 00	100
J. H. Conners	11	184 185	2.150 1.000	Jefferson	617 82	Plain macadam	9,084 80	15 73	9,100 53	2,889 00	100
Buckley Construction Co.	12	181 186	2.960 0.950	Jefferson	718.55	Bituminous macadam	14,700 00	1,613 62	16,313 62	4,172 00	100
Spellman-Oliver Co.	13	56 137 138	8.200	Clinton	2,691 22	Bituminous macadam	35,582 02	....	35,582 02	4,339 00	100
Barber Asphalt Co.	14	39 59	1.100 2.600	Saratoga	1,871 75	Bituminous macadam	17,271 06	5,811 95	23,083 01	6,236 00	100
John W. Flynn	16	55	3.150	Rensselaer	363 73	Gravel macadam	3,773 00	149 60	3,922 60	1,245 00	100
Buckley Construction Co.	17	97	2.400	Washington	554 47	Bituminous macadam	15,070 00	—16 50	15,053 50	6,272 00	100
Gailor Fox & Whalen	18	58	2.500	Saratoga	691 18	Bituminous macadam	13,810 90	406 16	14,217 06	5,687 00	100
H. N. Cowles	19	5	1.450 1.000	Monroe	519 14	Rock asphalt Amiesite	16,940 00	1,261 48	18,201 48	7,429 00	100
Fredrick A. Brotsch, Jr.	20	6	3.196	Monroe	1,104 99	Asphalt macadam	18,000 00	2,507 77	20,507 77	6,409 00	100
Frederick A. Brotsch, Jr.	21	63 78 79	7.385	Monroe	883 60	Plain macadam	22,400 00	1,005 00	23,405 00	3,169 00	100
Alonso Schaupp	22	7 41	3.020	Albany	269 42	Plain macadam	9,806 30	....	9,806 30	3,247 00	100
H. E. Lapp, assigned to Julius Friedrich Co.	24	60 94	7.014	Monroe	1,485 03	Vitovia surface treatment	10,941 25	8,853 40	19,794 65	2,822 00	100

STATUS OF CONTRACT WORK ON REPAIRS LET IN 1909, REVISED TO DECEMBER 31, 1910 — (*Concluded*).

NAME OF CONTRACTOR	Contract number	Highway number	Miles	In the county o	Engineering and advertising	Class of resurfacing	Contract price	Amount of extra agreement	Total amount	Cost per mile	Per cent completed Dec. 31, 1910
J. W. Lewis Construction Co.	25	98 168 172	3.885	Monroe	$1,094 72	Plain macadam	$9,950 95	$1,729 15	$11,680 10	$3,007 00	100
Thomas Hucknall	26	80 171 257	7.151	Monroe	914 95	Tarvia	12,515 35	23,891 90	36,407 25	5,091 00	20
Frederick J. Mumm	27	23	1.450	Erie	299 40	Plain macadam	3,294 00	270 90	3,564 90	2,458 00	100
Frederick A. Brotsch, Jr.	28	99 168 160	6.413	Monroe	1,281 21	Plain macadam	17,500 00	7,567 40	25,067 40	3,909 00	100
Frederick A. Brotsch Jr.	30	173	0.995	Monroe	544 70	Tarvia	4,200 00	2,054 61	6,254 61	6,286 00	100
A. J. Harradine	31	256 269	4.333	Monroe	532 63	Vitovia, Tarvia asphaltic oil treatment	4,294 00	3,415 78	7,709 78	1,779 00	100
Henry P. Burgard Co.	32	87	1.528	Erie	1,318 46	Brick substituted for bituminous macadam	7,600 00	31,675 50	39,275 50	25,836 00	95
Busch & Percival	33	69	1.000 2.415	Erie	1,915 69	Bituminous macadam Brick substituted	16,787 48	45,660 23	62,447 71	5,875 00 18,907 00	35
Frank V. Brotsch Co.	35	128	5.560	Erie	3,615 90	Brick	68,000 00	17,910 80	85,910 80	15,452 00	98
Charles H. Flannigan	37	32 108	1.510	Montgomery	605 29	Bituminous macadam	8,886 00	—102 92	8,783 08	5,817 00	100
H. P. Burgard Co.	38	16 118	7.253	Ulster	1,212 12	Plain macadam and bituminous macadam	12,500 00	19,304 02	31,804 02	4,385 00	100
H. P. Burgard Co.	39	116 141	4.407	Ulster	1,093 00	Plain and bituminous macadam	11,500 00	10,265 55	21,765 55	4,939 00	100
H. P. Burgard Co.	40	17 18 19 34 52	12.687	Westchester	1,226 89	Plain macadam	35,000 00	11,994 92	46,994 92	3,704 00	100
Harvey B. Sproul	41	20 35 50	8.200	Westchester	1,084 17	Bituminous macadam	16,000 00	25,676 81	41,676 81	5,083 00	100
Harvey B. Sproul	42	51 144 150	6.300	Westchester	1,047 61	Bituminous macadam	15,000 00	6,585 54	21,585 54	3,426 00	100

Harvey B. Sproul	43	54 143 148 149	8.700	Westchester	1,022 12	Plain macadam	19,500 00	7,934 61	27,434 61	3,153 00	100
General Construction Co	44	223	3.904	Dutchess	337 84	Plain macadam	6,406 60	4,330 31	10,736 91	2,751 00	100
Harvey B. Sproul	45	91	3.900	Rockland	541 25	Plain macadam	9,456 95	4,960 23	14,417 18	3,697 00	100
John F. Creeden	46	36 217	2.570	Delaware	310 62	Bituminous macadam	11,800 00	1,207 08	13,007 08	5,061 00	100
Casey & Murray	47	13 28 30	6.986	Chemung	673 46	Plain macadam	27,885 00	—989 16	26,895 84	3,850 00	100
Total	....	......	....	....	$40,655 09	....	$626,240 83	....	$917,825 03	....	.....

TABLE SHOWING RECONSTRUCTION CONTRACTS IN FORCE ON DECEMBER 31, 1910.

Highway No.	County	Length	Contractor	Date of contract	Contract price plus special agreements	Percentage completed to December 31, 1910
2-R	Erie	4.607	Frank V. Brotsch Co	Oct. 1, 1909	$83,900 00	88.0
27-R	Erie	1.155	Frank V. Brotsch Co	Oct. 1, 1910	19,100 00	
66-R	Erie	0.952	Frederick A. Brotsch	Oct. 1, 1919	16,775 00	
67-R	Erie	3.410	Frank V. Brotsch Co	Oct. 1, 1909	55,500 00	
68-R	Erie	1.170	Frank V. Brotsch Co	Oct. 1, 1909	19,400 00	92.0
145-R	Delaware	1.000	Creeden & Pitou	May 27, 1910	9,896 00	51.0

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